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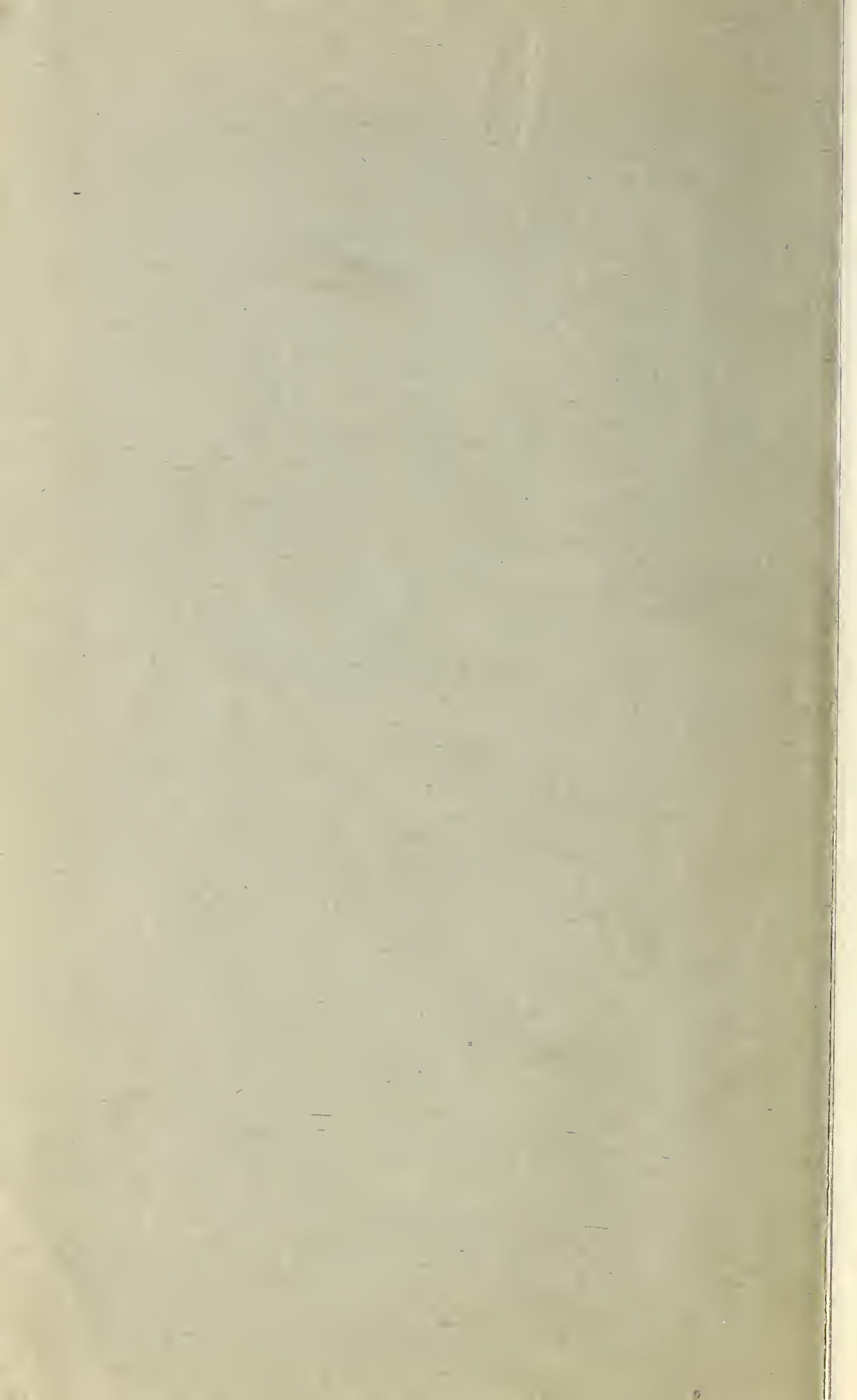
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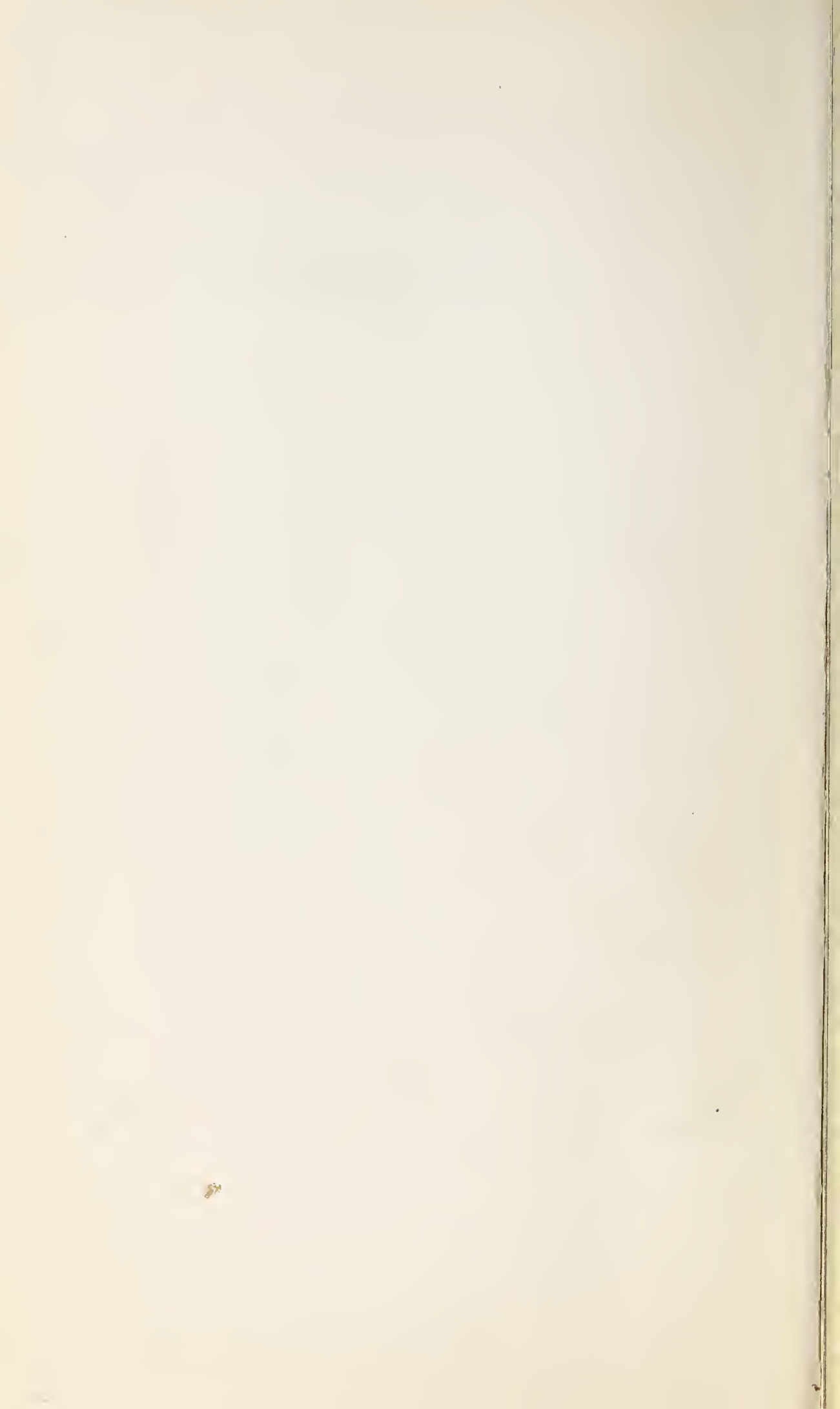
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THE OLD OREGON TRAIL

HEARINGS

BEFORE

THE COMMITTEE ON ROADS

HOUSE OF REPRESENTATIVES

SIXTY-EIGHTH CONGRESS

SECOND SESSION

ON

H. J. Res. 232, H. J. Res. 328, and S. 2053

JANUARY 23, FEBRUARY 13, 19, AND 21, 1925

STATEMENTS OF

Hon. ADDISON T. SMITH.	Hon. WILLIS G. SEARS.
Hon. ALBERT JOHNSON.	Hon. ELTON WATKINS.
Hon. NICHOLAS J. SINNOTT.	Hon. JAMES G. STRONG.
Hon. WILLIS C. HAWLEY.	Hon. ELMER O. LEATHERWOOD.
Hon. JOHN W. SUMMERS.	Mr. W. C. MARKHAM.
Hon. JOHN F. MILLER.	Hon. ROBERT G. SIMMONS.
Hon. ULYSSES S. GUYER.	Hon. DON B. COLTON.
Hon. CHARLES E. WINTER.	



WASHINGTON
GOVERNMENT PRINTING OFFICE

COMMITTEE ON ROADS

HOUSE OF REPRESENTATIVES

SIXTY-EIGHTH CONGRESS, SECOND SESSION

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THE OLD OREGON TRAIL

COMMITTEE ON ROADS,
HOUSE OF REPRESENTATIVES,
Friday, January 23, 1925.

The committee this day met, Hon. Cassius C. Dowell (chairman) presiding.

The CHAIRMAN. The committee will please come to order.

We have met this morning for the purpose of hearing the statements of those who desire to make them on S. 2053 and H. J. Res. 232 and H. J. Res. 328, to provide for designating the route of the old Oregon Trail.

[S. 2053, Sixty-eighth Congress, first session]

A BILL To provide for designating the route of the old Oregon Trail

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the highways extending from Kansas City, Kansas, to Vancouver, Washington, through the States of Kansas, Nebraska, Wyoming, Idaho, Oregon, and Washington, and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail, and coinciding as near as may be with the system of Federal-aid highways through said States, shall hereafter be known as the old Oregon Trail.

SEC. 2. That the road herein designated as the old Oregon Trail shall follow, as closely as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to Oregon over said trail, and shall extend through Kansas City, Lawrence, Topeka, Rossville, Louisville, and Frankfort, in the State of Kansas; thence through Fairbury, Hebron, Kearney, North Platte, Ogalalla, Lewellen, Bayard, and Scotts Bluff, in the State of Nebraska; thence through Torrington, Laramie, Douglas, Casper, Alcova, Muddy Gap, Eden, Rock Springs, Green River, Granger, Kemmerer, and Cokeville, in the State of Wyoming; thence through Montpelier, Soda Springs, Lava Hot Springs, Pocatello, American Falls, Marshfield, Twin Falls, Glens Ferry, Boise, Nampa, Parma, Payette, and Weiser, in the State of Idaho; thence through Ontario, Baker, La Grande, Pendleton, and Umatilla, thence along the Columbia River through The Dalles, Hood River, Portland, Astoria, and Seaside, in the State of Oregon; and thence to Vancouver and Olympia, in the State of Washington.

[H. J. Res. 232, Sixty-eighth Congress, first session]

JOINT RESOLUTION To provide for designating the route of the old Oregon Trail

Whereas the old Oregon Trail, which originated at Missouri River points and traversed half a continent, and was the route over which the "great migration" of covered wagons and ox teams went in 1843 and saved the Oregon country to the United States, and over which for many years the home seekers and empire builders went in great numbers and made a great producing territory out of what was formerly a wilderness; and

Whereas the Oregon country at that time consisted of all that territory between the summit of the Rocky Mountains and the shores of the Pacific Ocean and between the California and Canadian borders, and was held under a joint sovereignty of England and the United States, and whose fate for all time was settled by the migration of 1843 when approximately one thousand American

men and women faced the perils of the desert and the wilderness to carve out new homes in the Oregon country and make it American territory; and

Whereas thousands perished by the way and were buried in shallow graves by the old trail; and

Whereas the United States has set aside as national monuments many battle fields and other historic spots in this country; and

Whereas the old Oregon Trail was more than a battle field and offered a greater challenge to courage, for along its dusty course of two thousand miles American citizens daily faced death without the panoply of war, the beating of drums, or the flying of flags, and saved a vast empire to the United States; and

Whereas this service has long been neglected and the youth of our land have not learned of the heroic self-sacrifice of those intrepid pioneers, who did so much for America; and

Whereas in order that this the "world's most historic highway" may be perpetrated in history and its traditions be kept alive for all time, and in order to show to the world that the American people are not unmindful of the sacrifices of our citizens and do recognize valorous deeds: Therefore be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the highway extending from Independence, Missouri, to Olympia, Washington, through the States of Missouri, Kansas, Nebraska, Wyoming, Idaho, Oregon, and Washington, and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail, and coinciding as near as may be with the system of Federal-aid highways through said States, shall hereafter be known as the old Oregon Trail.

SEC. 2. That the road herein designated as the old Oregon Trail shall follow, as closely as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to the Oregon country over said trail, and shall extend through Kansas City, in the State of Missouri; Kansas City, Gardner, Lawrence, Topeka, Rossville, Louisville, and Frankfort, in the State of Kansas; thence through Fairbury, Hebron, Kearney, North Platte, Ogallala, Lewellen, Bayard, and Scottsbluff, in the State of Nebraska; thence through Torrington, Fort Laramie, Douglas, Casper, Alcova, Muddy Gap, Eden, Granger, Kemmerer, and Cokeville, in the State of Wyoming; thence through Montpelier, Soda Springs, Pocatello, American Falls, Burley, Twin Falls, Buhl, Glenns Ferry, Boise, Nampa, Parma, Payette, and Weiser, in the State of Idaho; thence through Nyssa, Ontario, Huntington, Baker, La Grande, Pendleton, Umatilla, and along the Columbia River through The Dalles, Hood River, Portland, Astoria, and Seaside, in the State of Oregon; thence through Vancouver and on to Olympia, in the State of Washington.

[H. J. Res. 328, Sixty-eighth Congress, second session]

JOINT RESOLUTION To provide for designating the route of the Old Oregon Trail

Whereas the old Oregon Trail, which originated at Missouri River points and traversed half a continent and was the route over which the "great migration" of covered wagons and ox teams went in 1843 and saved the Oregon country to the United States, and over which for many years the home seekers and empire builders went in great numbers and made a great producing territory out of what was formerly a wilderness; and

Whereas the Oregon country at that time consisted of all that territory between the summit of the Rocky Mountains and the shores of the Pacific Ocean and between the California and Canadian borders; and was held under a joint sovereignty of England and the United States, and whose fate for all time was settled by the migration of 1843 when approximately one thousand American men and women faced the perils of the desert and the wilderness to carve out new homes in the Oregon country and make it American territory; and

Whereas thousands perished by the way and were buried in shallow graves by the old trail; and

Whereas the United States has set aside as national monuments many battle fields and other historic spots in this country; and

Whereas the old Oregon Trail was more than a battle field and offered a greater challenge to courage, for along its dusty course of two thousand miles American citizens daily faced death without the panoply of war, the beating of drums, or the flying of flags, and saved a vast empire to the United States; and

Whereas this service has long been neglected and the youth of our land have not learned of the heroic self-sacrifice of those intrepid pioneers who did so much for America; and

Whereas in order that this the "world's most historic highway" may be perpetuated in history and its traditions be kept alive for all time, and in order to show to the world that the American people are not unmindful of the sacrifices of our citizens and do recognize valorous deeds: Therefore be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the highway extending from Independence, Missouri, and from Council Bluffs, Iowa, to Seaside, Oregon, and to Olympia, Washington, through the States of Missouri, Kansas, Nebraska, Wyoming, Idaho, Oregon, and Washington, and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail, and coinciding as near as may be with the system of Federal-aid highways through said States, shall hereafter be known as the old Oregon Trail.

SEC. 2. That the road herein designated as the Old Oregon Trail shall follow, as closely as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to the Oregon country over said trail, and shall extend through Kansas City, in the State of Missouri; Kansas City, Gardner, Lawrence, Topeka, Rossville, Louisville, and Frankfort, in the State of Kansas; thence through Fairbury, Hebron, Grand Island, connecting with the road from Council Bluffs through Omaha, Fremont, and Columbus, and thence through Kearney, North Platte, Lewellen, Bayard, and Scottsbluff, in the State of Nebraska; thence through Torrington, Fort Laramie, Douglas, Casper, Alcova, Muddy Gap, Eden, Granger, Kemmerer, and Cokeville, in the State of Wyoming; thence through Montpelier, Soda Springs, Pocatello, American Falls, Burley, Twin Falls, Buhl, Glenns Ferry, Mountain Home, Boise, Nampa, Caldwell, thence as a divided trail via Payette, Idaho; and via Parma, Idaho, and Ontario, Oregon, to Weiser, in the State of Idaho, thence through Huntington, Baker, La Grande, Pendleton, Umatilla, and along the Columbia River through The Dalles, Hood River, Portland, Astoria, and Seaside, in the State of Oregon; thence through Vancouver and on to Olympia, in the State of Washington.

- There are a number of persons present who have indicated their desire to make statements, and we will now hear from them in the order in which they desire to be heard.

STATEMENT OF HON. ADDISON T. SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IDAHO

MR. SMITH. Mr. Chairman and gentlemen of the committee, as your chairman has stated, you are considering Senate bill 2053, introduced by Senator McNary, of Oregon, to provide for designating the route of the old Oregon Trail. About the time he introduced his bill I introduced a bill (H. R. 6494) and then later introduced Joint Resolution 232, and to-day I introduced Joint Resolution 328, as we wished to have the measure amended somewhat and to have it in the form of a resolution so the preamble would contain arguments in favor of the enactment of this legislation.

I have had a map prepared in the General Land Office, now on the wall, showing the route that the pioneers traveled from the Missouri River to the Pacific Northwest. The preamble of this resolution is as follows:

Whereas the old Oregon Trail, which originated at Missouri River points and traversed half a continent, and was the route over which the "great migration" of covered wagons and ox teams went in 1843 and saved the Oregon country to the United States, and over which for many years the home seekers and empire builders went in great numbers and made a great producing territory out of what was formerly a wilderness; and

Whereas the Oregon country at that time consisted of all that territory between the summit of the Rocky Mountains and the shores of the Pacific Ocean and between the California and Canadian borders, and was held under a joint sov-

ereignty of England and the United States, and whose fate for all time was settled by the migration of 1843 when approximately 1,000 American men and women faced the perils of the desert and the wilderness to carve out new homes in the Oregon country and make it American territory; and

Whereas thousands perished by the way and were buried in shallow graves by the old trail; and

Whereas the United States has set aside as national monuments many battle fields and other historic spots in this country; and

Whereas the old Oregon Trail was more than a battle field, and offered a greater challenge to courage, for along its dusty course of 2,000 miles American citizens daily faced death without the panoply of war, the beating of drums, or the flying of flags, and saved a vast empire to the United States; and

Whereas this service has long been neglected and the youth of our land have not learned of the heroic self-sacrifice of those intrepid pioneers, who did so much for America; and

Whereas in order that this the "world's most historic highway" may be perpetuated in history and its traditions be kept alive for all time, and in order to show to the world that the American people and not unmindful of the sacrifices of our citizens and do recognize valorous deeds—

indicating the beginning and end of this thoroughfare and the States and cities through which it passes.

For many years there have been a great many people who have thought that some official legislative sanction should be given to the establishment of the route over which the pioneers traveled to the Northwest, but not until 1906, when Ezra Meeker, who went to that Northwest country overland in 1852, came back to the eastern country in an ox team and put markers along the highway, was the sentiment very much aroused.

In 1910 he made another trip with an ox team, just as he had gone to the Northwest 60 years before, from the Pacific coast to New York, when he drove down Broadway and then on to the city of Washington when he called on President Roosevelt, who made a nice little talk to him, notice of which was published at the time in the papers, and then returned back over the same route.

I remember his last visit to this city when he drew up in front of the House Office Building, at the northeast corner, and conversed with those interested in his plans, calling attention to this great historic highway.

From 1910 until 1922 there were a great many articles written in newspapers and magazines in regard to the importance of designating officially this old thoroughfare, and the sentiment was crystallized in 1922 by the formation of what is known as the Oregon Trail Association, headquarters of which are at Baker, Oreg. The president of this association is W. E. Meacham, who has been devoting his time during the past few years appearing before Commercial, Rotary, Kiwanis Clubs, and similar organizations in the towns along this great thoroughfare, impressing upon the members the importance of having this great thoroughfare designated officially.

We have in the country a great many highways which have been given designations without any more formality than simply having a few men get together and say, "Now this road is to be designated as a certain highway." In certain localities controversies have arisen between towns as to whether or not this road should go through that city or another city, that town or the other town. Automobile and good roads associations have attempted to settle those controversies oftentimes by arbitrarily saying, "This is the road we are going to designate," and put up signs to that effect.

We have the Lincoln Highway in honor of the memory of President Lincoln, which runs from New York to San Francisco.

Mr. CABLE. Was the route indicated by any act of Congress?

Mr. SMITH. No; just simply designated informally and unofficially by the associations of road builders, or by the automobile association. I think they have taken the initiative in designating these highways, but none of these highways which I shall refer to have such historic interest attached to them as this great Oregon Trail.

The National Old Trail runs from Washington and Baltimore to Los Angeles. That takes in the old National Pike constructed by the Federal Government about 125 years ago from Cumberland, Md., to St. Louis, Mo., and was the first great highway constructed by the Federal Government. It was turned over to the States and then to the counties, a toll being charged. A few years ago the tollgates were taken down, and it was made a part of the great highway system of the country. In going from here to St. Louis you travel over the old National Pike, which was built by the wholesalers in Baltimore 150 years ago as far west as Cumberland. Over 100 years ago the Federal Government extended the road to St. Louis, with an expenditure of about \$10,000,000, in order to open up the great western country.

That road is now part of what is known as the old National Trail. Then there is the old Spanish Trail from Jacksonville, Fla., to San Diego, another highway which is being referred to now in the literature published by the automobile association; the Yellowstone Highway, from Boston to Seattle; and the Atlantic Highway, from Calais, Me., to Miami, Fla.; the Dixie Highway, from Chicago to Florida. The names of these highways have been given arbitrarily and are now generally regarded as properly named, although, as I say, controversies have arisen between the various towns and cities as to whether or not they should be placed on the regular highway.

Mr. CABLE. We have the Harding Highway in Ohio.

Mr. NELSON. What is the state of this highway now? What is the situation?

Mr. SMITH. The Oregon Trail, from beginning to end, is practically all surfaced roads. I know it is hard surfaced through my district in southern Idaho. You can travel through the country there at times for 20 or 30 miles without seeing a single habitation, on as good a road as you have in the eastern country.

The CHAIRMAN. Have you accurate information as to whether the route designated in this bill is all under the 7 per cent designation in the various States?

Mr. SMITH. Yes; it is part of the designated highway system of the country.

The CHAIRMAN. And you have that accurate information?

Mr. SMITH. I am reliably so advised.

Now I wish to mention some references to histories from which the information was gathered and compiled, on which this resolution is based; the work of the American Fur Trade of the Northwest, by H. M. Crittendon, which was published in 1902, and the authorities were original documents and maps of the period 1807 to 1843, showing trading posts. Then in the History of Idaho by Hon. James H. Hawley, a former governor of the State, who lived in the Northwest practically all his life and who has made a specialty of preparing data

of historical value, which has been incorporated in his history. He also frequently contributes to the pioneer page of the Idaho Daily Statesman, the Early Travels by R. C. Thwaite, volume 5, 1909 to 1911, which was published in Cleveland, Ohio, in 1904.

Other histories have been referred to in compiling the data on which this resolution was based. Now the idea that we desire to emphasize is that on account of this having been such a historic thoroughfare that it would be given more dignity and importance if Congress, basing its action on the history of this thoroughfare to which I have referred, would give legislative sanction, to the naming of this great highway, so that there will be no further controversy in regard to the route traveled by the pioneers to the Northwest.

Mr. HUDSPETH. Do I understand from you that this route of the old Oregon Trail has markers along it, put there either by the automobile association or the good roads association, like the Sante Fe Trail and others?

Mr. SMITH. No; the markers that are there now are stone monuments about 3 feet high, put up at different points by Ezra Meeker, above referred to, who I understand is living in Seattle, Wash. He was recently a candidate for the legislature of that State. He is 93 years of age.

Mr. CABLE. Did he not fly back East?

Mr. SMITH. Yes; he flew back in an airplane last July over this same route.

This legislation will cost nothing and there is no appropriation necessary or called for.

Mr. HUDSPETH. There will be no additional expense, as far as marking out the route is concerned?

Mr. SMITH. No; no additional expense.

In the State of Oregon I understand this association has been erecting markers, and in my district there are some board markers, which have been put up at small expense, but it is the plan of this Oregon Trail Association to have the States through which this thoroughfare passes cooperate either officially or through their various commercial clubs and other organizations, with the Bureau of Public Roads to establish markers, which will point out to the tourists the fact that they are traveling over the old Oregon Trail, which was the thoroughfare over which the pioneers passed.

I feel that I should make some apology for having taken the initiative in this matter, but I have been importuned for the last 10 or 15 years to introduce this bill, as we have in this room native sons of that northwestern country. I will defer to Congressman Sinnott, who was born and reared in Oregon, and Hon. W. C. Hawley, also a native son of Oregon, who will, I believe, confirm the statements that I have made regarding the universal sentiment in the Northwest country to secure this official recognition of this old historic thoroughfare.

Mr. PHILLIPS. Is there any opposition from any other State farther east?

Mr. SMITH. I have not heard of any.

Mr. PHILLIPS. Any other opposition.

Mr. SMITH. I know of no opposition from any source except from a Member from the West, now in the room, who will state his position in his own way.

Mr. GUYER. I was going to ask if this route laid out in the bill is supposed to be historically correct?

Mr. SMITH. Yes, sir. The route is based on Ezra Meeker's personal statements, his books, Gaston's Centennial History of Oregon, and other historical works.

Mr. GUYER. It goes from Kansas City, Kans., to Lawrence, and down by Gardner?

Mr. LEATHERWOOD. Senator Smoot will appear later at such time as will be possible in opposition to the bill.

Mr. PEERY. In describing this bill you mentioned six cities, points in the State of Kansas, Kansas City, Gardner, Lawrence, Topeka, Rossville, Louisville, and Frankfort. Is there a probability of a controversy arising as to the location of this trail between those points so far as intermediate points are concerned?

Mr. SMITH. I do not think so. I addressed a letter to every highway commissioner in the States through which this thoroughfare passes, sending a copy of this resolution, and asked him to make inquiry among the people and advise if there was any objection to the route as described in the measure, and I have not heard that any of them are dissatisfied.

Mr. PEERY. To make my point specific, suppose you had two routes or two roads from Kansas City to Lawrence, how would you determine which route constituted the Oregon Trail?

Mr. SMITH. I only know of one instance in which there is a division of sentiment regarding the routes traveled, which is in Idaho. Some of the pioneers went by Ontario from a point where Caldwell, Idaho, is now located; and some by Pavette and Weiser, but that division is covered in the bill. Both those routes were traversed by the pioneers; some taking one route and some another, but this division continued only for 40 or 50 miles, and then they came together; but so far as I know there is now no controversy among these cities and towns through which this thoroughfare passes.

STATEMENT OF HON. ALBERT JOHNSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

Mr. JOHNSON. I will make a brief statement, if the committee will let me proceed, as I must go to another committee meeting at once.

The CHAIRMAN. Proceed, Mr. Johnson.

Mr. JOHNSON. The old trail to the Pacific Northwest, known all these years as the Oregon Trail, lies partly in the district which I have the honor to represent. In fact it ends in that district. In the first lines of Senate bill 2053, now under consideration by this committee we find the words "The highways extending from Kansas City, Kans., to Vancouver, Wash."; in the last line we find the words "and thence to Vancouver, and to Olympia, in the State of Washington."

Olympia is the State capital, was one of the first settlements in the Pacific Northwest; in the State of Washington Vancouver was also one of the earliest settlements and also the location of the Hudson Bay Trading Co.

Travel in that part of the country after these pioneers had reached the Willamette River was rather largely by water, but these pioneers made a trail out from what is now the site of Portland, Oreg., crossing the Columbia River at a place where the Columbia River is very

wide, and landing at the Vancouver barraeks or stoekade, a port of the Hudson Bay Co. This was established 100 years ago. It became a fort. Then the pioneers established a well-defined trail or route to the place called Olympia, which became the capital of the then Territory of Washington.

I am sure that there is no opposition to this designation in my part of the country.

Mr. SINNOTT. We are trying to fix the name that has been fixed.

Mr. JOHNSON. That is right. I believe I speak the desire of the remaining pioneers in Washington that this name be actually fixed as the Oregon Trail.

Mr. HUDSPETH. Is this trail the trail which is described in "The Covered Wagon"?

Mr. JOHNSON. Yes; and it is the trail that Ezra Meeker went over. It is the actual trail, well marked, well known.

Mr. PEERY. Have the roads between these places all been completed?

Mr. JOHNSON. You mean hard-surface roads? I can not speak for the country at large, but in the State of Washington the road is perfect, wide asphalt paving—a State road, with State supervision, State agents, and patrols to regulate traffic. Traffic on that road is heavy. The scenery is beautiful. The road is a part of the Pacific Coast Highway, which runs from boundary to boundary, Canada to Mexico, and in the district which I have the honor to represent this State highway covers this route of the earliest pioneers.

The CHAIRMAN. Congressman Sinnott, of Oregon, will be heard at this time.

STATEMENT OF HON. NICHOLAS J. SINNOTT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. SINNOTT. Mr. Chairman, I appear in behalf of House Resolution 232, with a few amendments, as a substitute for Senate bill 2053, which has passed the Senate.

House Joint Resolution 232 is the bill introduced by Mr. Smith, who has just addressed you.

Mr. Chairman, the movement to get congressional recognition of the Oregon Trail is fostered by the Old Oregon Trail Association, an association composed of citizens from the States carved out of the old Oregon Territory—the States of Oregon, Washington, Idaho, and parts of Wyoming and Montana.

Mr. Walter Meacham is president of the Old Oregon Trail Association. He has given years of study to this matter, to the routes, to the various points and cities through which the old pioneers traveled. I do not pretend myself to know in detail the route nor the present cities traversed by the old route, but I have every confidence in Mr. Walter Meacham, who has ransacked the histories and records regarding this matter, and has personally talked with the few remaining pioneers who went over the trail in 1843, 1844, 1845, and 1846. To Mr. Meacham this work has been a labor of love.

Now, the object of this Oregon Trail Association is set forth in this pamphlet, which has been given to all the members, entitled "The

Old Oregon Trail," and the objects of the association are outlined as follows, "To perpetuate the name of the old Oregon Trail by having that name designated by the States through which it passes, and also designated by the Congress of the United States as a national highway, and by so doing do honor to the memory of the brave pioneers—men and women—who faced the perils of a savage land to carve out new homes for themselves in the Oregon country, and to make of it American territory. To permanently mark the road with the design of the ox team and covered wagon so that its history may be preserved and be a constant reminder to the younger generation of the hardships endured by those who blazed the way and laid the foundation of our present-day civilization."

Mr. Chairman, we are not seeking to give to this old trail an arbitrary, artificial name or designation. We are merely seeking to have Congress recognize the natural name and the natural designation of this old trail, the designation which the pioneers and the country naturally assigned to this trail, because it led to the Oregon country.

As Mr. Smith told you, the trail has unusual historic significance. It stands out in our history apart from all other roads and trails. It is *sui generis*. It marks a great epoch in our country's history. It was on this old trail that the pioneers in the covered wagon went to the Oregon country, starting in 1843 in the covered wagon and before 1843 on horse back. It was on this old trail that they brought back into the Union a great empire, 800,000 miles of territory, a territory many times larger than the State of New York. Had it not been for these pioneers, this Oregon country, composing the three States of Oregon, Idaho, and Washington, and parts of Wyoming and Montana, would probably to-day be British territory, and in addition to that it is doubtful if California would have been a State of this Nation.

That in brief outline is one of the reasons why we think that Congress should give official recognition and designation to the old Oregon Trail.

What in brief is the history of the Oregon country as it relates to this trail? In 1818, after the war of 1812 with Great Britain, the United States and Great Britain entered into a treaty of joint occupancy covering the old Oregon country. That treaty provided that the territory should be in joint occupation of England and the United States, and open to the settlement by citizens of both countries. At that time and up until 1842 and 1843 the Oregon country was really dominated by the Hudson Bay Co., a British corporation. This Hudson Bay Co. imposed the laws of Great Britain upon all the English subjects in that territory. A few American citizens had gone in there prior to 1843. A meeting was called by the American citizens in 1843, ostensibly for the purpose of effecting an organization to save themselves from the depredations of wild animals, and particularly wolves, but really to organize themselves so that the United States would get control and ownership over the Oregon country.

The Hudson Bay influences—in other words, the British influences—favored an independent government. The American settlers in order to frustrate them, because an independent government really meant a British government, got through a resolution by a majority of only 2 votes—50 against and 52 for—to organize a provisional government until such time as the United States saw fit to take them over.

In view of this joint treaty of occupancy and settlement, Daniel Webster said in 1840 that the ownership of Oregon is likely to follow the greater settlement and the larger amount of population. Then, in 1843, there occurred one of the most memorable events I think in the history of our country. There then occurred the first great exodus from the East to Oregon in the covered wagon—1,000 American citizens without any encouragement, without any protection from our Government, American citizens who were denied escort by our Government, set out for this foreign land, territory that was not American territory.

Horace Greeley himself said that the emigration of 1843 were an aspect of insanity—that the idea of people starting out in covered wagons across the desert for this Oregon country were an aspect of insanity. Yet that trek across the plains and that of 1844 and 1845 decided the ownership of the Oregon country. The greater settlement and larger amount of population of American citizens had arrived to make Webster's prophecy true, that the ownership of the Oregon country would depend on the greater settlement and population. That journey of 1843 of 1,000 people was followed in 1844 by a similar covered-wagon journey of 1,400 people, and in 1845 some 3,000 to 3,500 American citizens went across the Oregon trail to the Oregon territory, and gave us a predominant overwhelming majority of American citizens in the Northwest Territory. Thus notice was served on England that we had in the Oregon country several thousand American citizens who were ready to defend that territory on behalf of the United States Government. Prior to this when the numbers were few they begged and importuned Congress for recognition and to be taken over. Their importunities and their petitions were ignored by the Government of the United States, almost as the petitions of the Colonies were spurned by King George.

But when we had this population of six or seven thousand who went to Oregon prior to the year 1846, in the years 1845, 1844, and 1843, our Government could no longer ignore their demands, their requests, and influence. The result was the treaty with Great Britain in 1846 whereby it was agreed that the Oregon country should become American territory.

For the reasons which I have only very briefly sketched we think the Oregon Trail in its relation to our national growth stands out separate and apart from all other trails; that it has peculiar historic, as well as sentimental, significance entitling it to special recognition by the Congress of the United States.

The history of this time and the history of this trail, Mr. Chairman, as one historian tells us, is a record of pathos, of tragedy, and achievement not surpassed in any annals of our country.

The pioneers who went out to that country over the Oregon Trail gave that vast territory known then as the Oregon country to the United States. They blazed the Oregon Trail, and this immense territory, 800,000 square miles, was brought into the Union over that very trail.

When we meditate, Mr. Chairman, upon the trials and sufferings of the Oregon pioneers, their virtues, and achievements, we must conclude that the pioneers who won and conquered the Oregon country deserve to have their names inscribed on history's indelible scroll with the Pilgrim Fathers—the pioneers immortal.

Their names should be revered as long as fortitude, bravery, and patriotism are cherished in the land. If Congress will designate this trail the old Oregon Trail, designate it as it has been recognized since 1843, you will be only paying a just recognition and tribute to those brave pioneer men and women who went over that trail between the years 1843 and 1846, and whose presence and influence emboldened and strengthened the bond of the United States Government into making the treaty with Great Britain, whereby we secured that imperial territory, now comprising the States of Oregon, Washington, Idaho, and parts of Wyoming and Montana.

MR. CABLE. Have the States taken any action with reference to naming this road?

MR. SINNOTT. Oh, yes; the States of Oregon, Washington, and Idaho.

MR. CABLE. The whole route is a Federal-aid route?

MR. SINNOTT. I do not know about that.

MR. SMITH. I would like, Mr. Chairman, for you to hear Mr. Hawley, of Oregon.

THE CHAIRMAN. Congressman Hawley, of Oregon, will now be heard.

STATEMENT OF HON. WILLIS C. HAWLEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

MR. HAWLEY. I concur in the statements so well made by those who have preceded me.

I have a little different attitude toward this matter than probably any other person in the room. My mother, née Emma Amelia Noble, crossed the plains to Oregon in 1847. My father, S. R. Hawley, crossed in 1848. My early boyhood days have memories not to be forgotten, of the pioneers of those years and previous years, who gathered around the hearthstones in the cabins and narrated their experiences in crossing the plains.

This settlement proceeded upon an entirely different basis from that which peopled California. The gold rush carried into California great numbers of people from all nations of the world, but the people who went to the Northwest country were Americans, who went there to form homes, to found a civilization, to establish schools, and to rear in that country a citizenry prepared to enter the United States.

From the beginning of our country's history it has been a history of pioneers. Settlers peopled New England from the Puritan ranks, and the southern Atlantic colonies with the cavaliers. The Dutch in New York, the Huguenots in New York and in the New England territory, the Catholics in Maryland, all were pioneers, and they put down on the Atlantic coast the beginnings of the world's last and greatest of nations—the outer hem of the garment of liberty. Their successors and their sons and daughters picked up the western hem of that robe and carried it to the summit of the Appalachian Mountains, and then another generation carried it into the Ohio and Mississippi Valleys from north to south, including the Marietta Colony contested by Virginians and New Englanders; and then their successors in turn moved it westward again to found great States on the farther side of the Mississippi River. There they faced the great American desert, and their hearts seemed to fail in attempting

the conquest of that country. It was peopled by warlike Indians, who lived on the tremendous herds of buffalo, and who were determined that the white men should not take that country from them; but in the thirties and forties caravans of men and women, well to do in the States in which they lived, for some reason had the irresistible urge to sell out their holdings, gather their families and possessions together, form themselves into wagon trains and brave the long and thirsty journey across the plains.

I have heard the stories, thrilling and interesting and such as would touch your hearts, of the sufferings that they endured, the long journeys through the heat and dust, the attacks by Indians, and of the mutual cooperation and help that developed in the trains. They developed leadership there and that human touch which made all the western country settlements known as neighborhoods. I think that word "neighborhood" is one of the finest words in the language. They carried again in their wagons the western hem of that garment of liberty and laid it down on the sands of the Pacific Ocean to stay forever. They made it possible for our country to be guarded by two great oceans.

Now these people did all these things for some purpose outside of themselves and greater than themselves. You can imagine what difficulties we would have if our present Government had no territory on the Pacific Ocean, had no outlet to that sea, had no possession of those tremendous forests and mines and all the great wealth that that country possesses.

There is in these Northwestern States now standing as one part of the heritage of our people, won by these pioneers, timber that would make a plank more than 100 feet wide, 1 foot thick, that would reach from this city of Washington to the moon, a distance of 240,000 miles.

Now the people who underwent all these sufferings, their sons and daughters and their successors, are entitled to have this service monumented and that that monument take the form of the recognition of this highway that they marked out through the sagebrush and the chaparral, over vast and savage areas, where they had to live on the land and sometimes almost to starve. That trail is made sacred by the bones of those who died on the journey and were buried in graves dug in the center of the road, over which the wagon trains were driven to obliterate all traces, so that the Indians might not find them and exhume the bodies. This long trail is sacred to the living and the dead. Almost every family looks back over that road somewhere to an unknown grave. These people are entitled to a place on the bead roll of fame eternal, and we ask this as that memorial, which all of them and their successors most desire, that the Congress designate this Oregon Trail as a public road, that coming generations in passing to and fro over it may have in mind that the land to which they go, with all its wealth and beauty and excellent civilization, was won for the country and given to the country by the sacrifices of the pioneers who made the way for liberty to the great West.

During the Civil War when all the soldiers were drawn from the Northwest and it was left without any protection, President Lincoln and Secretary Stanton appealed to the Legislature of the State of Oregon, composed of pioneers, to provide defense against the Indians and to safeguard the public property and mails of the United States. During all that period and for some years succeed-

ing no soldiers of the United States were in that country, but our pioneers, with their long rifles, muzzle-loading rifles, powder horns made of horn, bullets run in bullet molds, some with flintlocks, but most with percussion guns, held that territory against the raids of Indians, protected the property and mails of the United States and all the people in that territory at their own expense, for Congress has never reimbursed us.

So the service of the pioneers did not end with their travel across the country. They conquered and gave to the country a third of its area, because in the winning of the Northwestern territory they conquered the desert, and in recognition of this we ask only this designation of a highway, as I have said, made sacred to them by indelible memories.

Mr. ROBSION. Is this Oregon Trail now a part of the public highway all the way?

Mr. HAWLEY. I am not sure as to the stretch through the Blue Mountains. From Salem, which is my home, to this side of Pendleton there is a hard-surfaced road. There is a stretch through the Blue Mountains——

Mr. SINNOTT. It is macademized, improved highway.

Mr. HAWLEY. But I think not hard surfaced as yet.

Mr. ROBSION. There is a public improved highway all the way?

Mr. HAWLEY. Yes; across the State of Oregon.

The CHAIRMAN. Does that include the entire trail from the Missouri River?

Mr. HAWLEY. You mean with the hard-surfaced road?

The CHAIRMAN. Yes, sir.

Mr. ROBSION. According to the way the red line is marked, there is a public highway improved all the way along that red line, is there not?

Mr. HAWLEY. I can only answer for the State of Oregon. I think the other gentlemen representing the other States could answer that more definitely than I.

Mr. ROBSION. There is no hope that this would bring any Government aid or bring any expense to the Government? The purpose of it is monumental?

Mr. HAWLEY. The intention of the association and the people who ask this is to ask nothing more than the Government will do normally; that is, we have pending now an extension of the public-road act, and I suppose improvement of this road will be made in part, by that fund, whether we designate this as a highway or not.

Mr. ROBSION. That applies to any road or any part of the country that meets the conditions.

Mr. HAWLEY. We do not intend to ask any special legislation for funds to improve the road.

Mr. ROBSION. It is purely monumental?

Mr. HAWLEY. It is purely a monument to the people who settled that country.

The CHAIRMAN. If this road is designated by the Government as a national trail, of course, the travelers will expect and ought to expect that the road be a properly constructed road over the territory designated. If it is not in that condition now, what I want to inquire about is what part of it does not come within that description of completion?

Mr. HAWLEY. I can answer your question for the State of Oregon that the road designated as a public road is improved. I suggest that you ask the other gentlemen from the other States as to the road through their section.

Mr. SMITH. I traveled over the trail in southern Idaho and it is a part of the national highway system. The roads are practically all completed; I am assured by Mr. Meacham that the same is true with reference to the road through the other States, that it is part of the national highway system and does not contemplate any change at all in the plans of the national State highway commissions, and there will be no expense whatever.

Mr. ROBSION. Whether it is completely improved or not there is a public highway extending throughout the length of that red line of that map?

Mr. SMITH. Yes, sir.

Mr. SMITH. As there may develop differences of opinion regarding the accuracy of statements which may be made regarding the actual route traveled by the Oregon pioneers from the Missouri River to the Northwest, I wish to submit the historical facts assembled by Mr. Walter E. Meacham, of Baker, Oreg., who has been active in support of the pending legislation:

The history of the Old Oregon Trail is a story of the great big out of doors, a tale of the hills, a story of human endeavor, suffering, privation, determination, and final accomplishment. It is a story as big and broad as life itself, a story of a people with a vision, who feared not and who laughed at death. King Solomon said "A nation without a vision is lost."

The pioneers who came in the first wagon train over the trail in 1843, and from then on through the succeeding years, had a vision of a happy home in the "Oregon country," and they endured all of the hardships of the trail in order that this vision might become a reality.

The history of the world does not offer a parallel of so many people traveling such a distance for a common purpose as the migration of 1852-53 to the "Oregon country."

Ever since the dawn of history mankind has been restless and has sought for new lands to discover and for new worlds to conquer, and ever the movement has been to the west. The last great migration, the greatest of them all, occurred in the latter part of the nineteenth century, when all of that country west of the Missouri was subjugated and the last frontier disappeared before the rush of the home seeker and empire builder.

OREGON COAST DISCOVERED

Going back a few centuries into history, we find that Sir Francis Drake discovered the Oregon coast in 1579 and called it "New Albion."

Juan Perez, a Spanish navigator, landed on the Oregon coast in 1775, and in 1778 Capt. James Cook secured a small bale of furs from the Indians on the northwest coast and took it to China and received a fabulous price for it, and which created an interest in the fur-trading possibilities of the Northwest which resulted later in explorations and eventually in the building up of the "Oregon country." Explorers of the various countries sailed the waters of the Pacific in search of the fabled straits of Anian and the "Oregon," the "Great river of the West."

DISCOVERY OF THE "OREGON"

The honor of discovering the "Great river of the west" belongs to an American captain who had the vision and courage to sail his ship across the treacherous waters of the bar where the great flood entered the ocean, and on May 11, 1792, sailed up the river and gave it the name of his ship, "Columbia."

The incentive of great gains in the fur-trading business was a direct cause of the exploration and settlement of the "Oregon country." The first in the field was the Hudson Bay Co., whose ambition was to retain the "Oregon country" as a great fur-producing field and who discouraged settlement by those who desired to make homes. There were also the Northwest Co., Missouri Fur Co., the Mackinaw, and others.

LEWIS AND CLARK

In 1805 Lewis and Clark penetrated through the vast wilderness and reached the mouth of the Columbia River and made extensive and accurate surveys of the region. Their return and the report of the country that they found west of the Rockies stirred up great interest in this hitherto almost unknown region.

Now comes onto the scene another man with a vision—John Jacob Astor, who had been engaged in the fur-trading business for several years, and who saw the great possibilities of the "Oregon country" as a great mouth of the Columbia; and so he formed the Pacific Fur Co., taking in partnership with him Alexander McKay, Duncan McDougal, Donald McKenzie, and Wilson Price Hunt.

ASTORIA FOUNDED

Two expeditions were planned and carried out—one by sea and one by land—to reach the mouth of the Columbia and establish a fur-trading post there and other posts on the Columbia and Snake Rivers. Captain Thorn, on the ship *Tonquin*, led the expedition by sea and founded Astoria April 12, 1811, built a fort and raised the Stars and Stripes over it. The expedition by land was under the leadership of Wilson Price Hunt, who had in his company such men as Donald McKenzie, Joseph Miller, Robert McLellan, John Day, Ramsay Crooks, Pierre Dorion (interpreter), John Bradbury (scientist), Mr. Nuttall (scientist), and John Reed (clerk).

HUNT EXPEDITION FORMED

After being greatly harassed in his undertaking by the Missouri Fur Co., which did not relish the thought of a rival company coming into the field, Mr. Hunt finally gathered together a company of boatmen and hunters with which to make the journey, the outfitting point being St. Louis, Mo., which was then the outpost of civilization. In October, 1810, Mr. Hunt and his party left St. Louis and proceeded up the Missouri River in boats a number of miles, where a winter camp was made. Early in the spring of 1811 the start was made from Nodawa, there being 26 in the party. As the party proceeded, desertions were made in the little company, but recruits were also received as they went along, so that the party was enlarged rather than diminished.

Benjamin Jones and Alexander Carson, Edward Robinson, John Hoback and Jacob Rizner, and several other hunters on their way back to civilization were met and could not resist the lure of adventure and joined Mr. Hunt's party, and were a welcome addition to that little band. Robinson had been scalped a few months previous and wore a handkerchief around his head in lieu of hair.

The Omahas, Poncas, and Sioux Indians were encountered as the party proceeded, and friendly relations being established with all of them, the little company proceeded without molestation. Great herds of buffalo, elk, and deer were seen and the company did not lack for fresh meat. The party left the river at the Arickara Village, where it traded with the Indians for horses with which to make the trip overland to the Columbia. This village was located probably near what is now known as Pierre, S. Dak.

Guns, powder, bullets, highly colored beads and blankets, knives, and tomahawks were traded for horses, and finally, after much trafficking, 82 horses were secured and loaded with members of the party and its belongings.

THE TRIP OVERLAND

The party now turned its back upon all communication with the outer world and set out upon its tedious and dangerous journey over the mountains and plains which separated it from the object of its trip.

The Cheyenne Indians were next encountered, with which the party traded for more horses. In Wyoming the Crow Indians were met and more horses obtained. The party was forced to watch these Indians continually to avoid treachery, but finally parted with them without any trouble.

The Shoshone and Flathead Indians were the next tribes encountered and trading for more horses and for buffalo meat was prosecuted. The party reached Wind River, Wyo., in September, 1811, and proceeded up that stream for a number of miles, then crossing the mountains and coming upon the headwaters of the Snake River the latter part of September.

EMBARKING ON THE SNAKE

At the old post of Fort Henry, near where St. Anthony, Idaho, now stands, the party built rafts and boats and embarked joyfully on the waters of the Snake, thinking now that all was plain sailing on to the mouth of the Columbia. At this place Robinson, Hoback, Rizner, and Mr. Miller, one of the partners, stayed to trap and hunt for beaver and other animals. The balance of the party embarked on the river October 18, 1811.

On October 21, what is now American Falls, was reached and it was necessary to lower the boats around the Falls by means of ropes.

On October 28 the party arrived at a point near the present site of Twin Falls. Here the party met with many reverses and endured many hardships. One of the boats was wrecked and one of the boatmen, Antoine Clappine, was drowned.

This place in the river was called Caldron Linn. The situation of the travelers was indeed gloomy, as a survey of the river showed that it was impossible to navigate it, and the banks of the river were so high and steep that it was difficult to secure water for drinking purposes.

There was no game in the country and the company began to suffer from hunger.

HARDSHIPS AND PERILS FACED

The party divided into several groups to try and discover the best way out of the dilemma. McLennan and 3 men kept on down the river, Crooks and 5 men started back up the river to secure horses left at Fort Henry, McKenzie and 4 men started across the desert, and Mr. Hunt and 31 men, besides the squaw and 2 children of Pierre Dorion, stayed in camp. In three days Crooks and his party returned, deeming it impossible to secure the horses and get back to the party before winter. The main party then kept on down the river, subsisting on fish and an occasional beaver. The party then divided, Mr. Hunt and 18 men going on one side of the river and Mr. Crooks and 18 men on the other side.

Some Snake Indians were encountered from whom some salmon and a dog were purchased. On November 17, several Indians were met, one of whom had a horse. Mr. Hunt finally purchased the animal in exchange for an old tin kettle after having offered a gun, ammunition, and beads in vain.

Mr. Hunt here left the river and started over the desert. The party encountered great suffering and hardship on this journey and finally reached the Boise River and an Indian camp, where fish and dogs were purchased for food. The Payette and Weiser Rivers were forded, and the Snake River finally reached again.

November 28, a bag of meal and some fish were purchased from a party of Shoshones, who informed Mr. Hunt that they had seen white men on both sides of the Snake River within the last few days.

A DESERT THEN

Washington Irving, in his account of the Hunt expedition, has this to say of the country west of the Snake:

"A dreary desert of sand and gravel extends from the Snake River almost to the Columbia. Here and there is a thin and scanty herbage, insufficient for the pasture of horse or buffalo. Indeed these trackless wastes between the Rocky Mountains and the Pacific are even more desolate and barren than the naked, upper prairies on the Atlantic side; they present vast dreary and thirsty wilds between the habitations of man, in traversing which the wanderer will often be in danger of perishing."

If the same party could go over this route now, what a different story they would have to tell for the magic hand of reclamation has made a garden out of the former desert and populous towns have sprung up in the Snake River Valley, where members of the Hunt expedition nearly perished of hunger and hardship.

TERRORS OF THE CANYON

Mr. Hunt and his party continued on down the river canyon, which was very steep and difficult to negotiate. Food was very scarce, the party subsisting on a black-tail deer, a beaver, and some frozen berries. The horses were killed and eaten one by one until only that owned by Pierre Dorion remained.

On December 6, 1811, Mr. Crooks and his party were seen on the other side of the river returning after a vain attempt to get through the narrow precipitous canyon of the river and seeing nothing but mountains piled upon mountains

for miles ahead. Crooks and his men were almost starved, having subsisted on a few beaver and old moccasins. Hunt and his men then turned about and started back up the river.

In their extremity Mr. Hunt suggested that the horse of Pierre Dorion be killed and eaten, but the owner doggedly refused to part with his animal. Continuing on, the party came unexpectedly upon a camp of Shoshone Indians, who fled in great fright when the white men came in sight. The party immediately caught five horses and killed one for food. They made a boat out of the skin and sent meat over to the starving men on the other side of the river. One of the Canadians, Jean Baptiste Provost, returned in the boat and, because of his hunger and enfeebled condition, became excited on beholding meat roasting before the fire and upset the canoe and was drowned in the cold, swift current of the river.

A station on the Homestead branch of the railroad down the river is named after the unfortunate Canadian, and one also in honor of Sardepie, another Canadian boatman, who ferried meat across the treacherous stream for the relief of the men on the other side. Proceeding along the river banks, the party met with some Shoshone Indians, and the lure of an old tin kettle secured another horse for food.

Mr. Hunt now came to the Weiser River, where a band of Shoshones were camped. From them he traded for a couple of horses a dog and some dried cherries. After considerable dickering they procured an Indian guide to lead them over the mountains to the Columbia. On December 23 the party crossed the Snake, leaving it with no regret, the Canadians calling it the "accursed mad river."

TRIP ACROSS THE MOUNTAINS

The route now led up the Burnt River from the present site of Huntington to where Durkee now stands and on across the hills to the Powder River Valley at the present site of Baker, which was reached by the party on December 28. The party continued on across the valley, passing the present site of Haines and North Powder. Mount Hunt, one of the highest peaks in the Elkhorn Range west of Haines, has been named after Mr. Hunt.

It was in the vicinity of North Powder that the wife of Pierre Dorion gave birth to her baby. The main party kept on while Dorion remained with his wife and children in their crude camp and attended her in her sickness.

NEW YEAR'S FEAST

On December 30 the party arrived in the Grand Ronde Valley and found six lodges of Shoshones camped in the vicinity of the present town of Union. On December 31 Dorion and his family caught up with the main party. It is fitting at this time to pay a tribute to the Indian wife of Dorion, who had shared the hardships of the dreary march with as great fortitude as the men, though she was far advanced in her pregnancy. She exhibited a force of character in many of the trying situations faced by the party worthy of one in a much higher walk of life.

The praises of Sacajawea, the Indian woman who accompanied Lewis and Clark on their journey across the continent, are heralded in song and story, while the patient little Indian woman with the Hunt expedition is unnamed and unsung, while the privations she underwent were many times greater than those of Sacajawea. The party spent New Year's day with the Indians, feasting on horse and dog meat and celebrating the day in the best manner possible under the circumstances.

The following day the party struck out to cross the Blue Mountains passing near the present location of La Grande. The journey across the mountains was very difficult and tedious, the snow being waist deep and the weather very cold.

The child of Pierre Dorion died on the trip across the mountains. On January 8, a camp of the Sciatogas on the Eu-O-Tal-la or Umatilla was reached, which was near the present site of Pendleton.

THE UMATILLA REACHED

These Indians had brass kettles, axes, teakettles, and other implements showing that they had communication with white traders.

Here horses and dogs were bought for food. A blanket, a knife, or a half pound of blue beads bought a horse. These Indians did not eat horse flesh.

but feasted on elk and deer meat, but they asked such a high price for it that the white men were forced to content themselves with a bit of horse and dog meat.

The Umatilla abounded with beaver, and the Indians were induced to trap this animal, as its skin could be easily sold to the white traders.

THE COLUMBIA

The party pressed on and reached the Columbia on January 21, at a point between the mouth of the Umatilla and the mouth of the Walla Walla River. Here fish and dogs were secured from the Indians found there. Stray bits of information from the Indians gave the party hopes that McKenzie and McLennan and party had passed down the river some time before. Proceeding down the river the party arrived at the Indian village of Wishram on January 31.

Wishram was located near what is now the town of Spedis, Wash., a few miles up the river from The Dalles.

The village must have been near what we now call Celilo Falls, as it is spoken of as the fishing mart of the Indians and where the salmon were speared as they tried to leap the rapids.

This tribe was called the Tlak-Luit, and are described as being very sly and thievish.

Continuing on down the river, Mr. Hunt and his party reached what is now called Cascade Locks where a thieving band of Indians were encountered and the utmost vigilance was needed to protect the property of the party. After considerable dickering Mr. Hunt procured the necessary number of boats with which to make the trip down the river to Astoria.

THE JOURNEY'S END

The trip from here down the river was uneventful, and finally on the 15th day of February, 1812, the party swept down the stream and came in sight of Astoria.

The feelings of the party can be imagined when we stop to consider that it had been over a year on the way from St. Louis, most of the time in a trackless wilderness and among savage tribes.

Among the first to greet them were Reed, McLennan, and McKenzie, from whom they had been separated at the Caldron Linn, near what is now Twin Falls. These men had started out from the Caldron Linn to find a route and had come together at what they called the Devil's Scuttle Hole and is near what we call the Seven Devils country. They followed the Snake down to the Columbia; then down to Astoria where they arrived a month ahead of Mr. Hunt. The distance traveled by the Hunt party was about 3,500 miles, though the actual distance from St. Louis to Astoria is only 1,800 miles.

The following days were given over to rejoicing over the safe arrival of the party. The colors were hoisted, guns were fired, and there was a feast of beaver, fish, and venison, which was a welcome diversion from horse and dog flesh which the party had subsisted on for so long. The festivities ended up with a grand dance at night, led by the Canadian voyagers.

RETURN TRIP ATTEMPTED

On March 22, 1812, John Reed, Ben Jones, McLennan, and two Canadians started back to St. Louis with dispatches for Mr. Astor, telling of the business at Astoria and the safe arrival of Mr. Hunt and most of his party. Mr. Reed had the dispatches in a tin box which he strapped securely on his back.

They were reinforced by a party of 12 men carrying supplies to the post on the Oakinagan.

At Wishram, they had to portage their supplies around the rapids and were set upon by the Indians and Mr. Reed badly wounded and his tin box of dispatches stolen, the Indians thinking it contained "Big Medicine." One Indian was killed and one wounded. The Indians demanded that Mr. Reed be given up as a sacrifice to the dead warrior, but the demand was refused and the matter settled by the white men giving the Indians a blanket to cover the dead warrior and tobacco for the living.

The object of Reed's journey now being defeated by the loss of the tin box, the whole party repaired, with Robert Stuart, to the establishment on the Oakinagan. After a few days there, they started back for Astoria and in the course

of their journey came upon Mr. Crooks and John Day, both naked and almost famished.

They reported that they had been stripped of their clothing by the inhabitants of Wishram and were on their way to the Wallah Wallahs. The whole party now continued down the river and reached Astoria on May 11. A second land expedition to convey dispatches to Mr. Astor was sent out June 29 under command of Robert Stuart. A party of 60 journeyed together as far as the Wallah Wallah village for mutual protection from the thieving bands at Wishram.

STUART'S TRIP

John Day, a veteran hunter, who accompanied the expedition from St. Louis and who underwent great hardships at the hands of the Indians, became deranged from the sufferings he had endured and was sent back to Astoria under care of friendly Indians. Within a year he died, and thus passed out a frontiersman for whom later two rivers in Oregon were named.

At the village of the Wallah Wallahs, Mr. Stuart secured horses for his little band which was to bear the dispatches to St. Louis. With him were Ben Jones, Andri Vallar, Francis Clerc, McLennan, and Crooks.

Crossing the Blue Mountains the party came upon a great sulphur spring and lake around which were numbers of antlers which had been shed by the elk which frequented the region. On this site is now located Hot Lake, Oreg., a great health resort.

On August 12 the Snake River was reached, and on August 20 the party encountered Hoback, Miller, Rizner, and Robinson, who had left the Hunt party at the Henry post to trap and hunt. They reported that they had been robbed of their furs and clothing by a band of Arapahays and had barely escaped with their lives and had wandered among the hills barely existing on fish and berries.

The augmented party now continued on its way up the river and finally reached the Caldron Linn, where they found that six of the caches made by Mr. Hunt had been found and ransacked by the Indians. Before reaching the Caldron Linn, however, they came upon some Shoshones busily engaged in spearing salmon at a place which they named Salmon Falls.

Here Robinson, Rizner, and Hoback were outfitted and remained to trap and hunt. On September 19, Mr. Stuart and his little party reached the headwaters of the Snake, where their horses were stolen by a rascally band of Crow Indians, and they proceeded on their way on foot. The winter was spent in camp on the banks of the Platte River, and in the spring the march to St. Louis was renewed. Finally, on April 30, 1813, the party reached St. Louis and the dispatches were sent to Mr. Astor in New York City. The journey had taken 10 months of time and incredible hardships, and the news of the journey of Mr. Hunt and his party and the return trip created a great sensation and was the first news of the establishment of Astoria at the mouth of the Columbia.

EXPEDITION HAS NO EQUAL

There is no expedition in all history which faced the perils and endured the hardships which the Hunt expedition did. Famished at times almost to the point of complete exhaustion, facing death in every mile, with hope almost gone, this brave little band kept doggedly on and finally accomplished its purpose and reached its destination. They blazed the original Old Oregon Trail from old Fort Hall to the sea, and later Stuart and his men on their return trip blazed the way to the Missouri down the Platte.

In later years this route was traversed by the covered wagons of the home builders and the pack trains of the gold seekers, and because of the great multitude that came and the great number who died on the way and the purpose that the old trail served in saving the "Oregon country" to the United States, it became the world's most historic highway, the road that won an empire.

TRAGEDY OF THE TRAPPERS

During the summer of 1812 John Reed, Giles Le Clerc, Francois Landry, Jean Baptiste Turcot, Andre Chappelle, Pierre Dorion and family, and Pierre Delaunay established a camp on the Snake River to hunt and trap and to search for Robinson, Hoback, and Rizner.

During the autumn Landry died and Delaunay deserted, but a little later on Robinson, Hoback, and Rizner joined the party.

Rizner, Le Clerc, and Dorion and his family made a camp five days' journey from the main camp in a well-stocked beaver country.

One evening, while Dorion's wife was preparing supper, Le Clerc staggered into camp pale and bleeding. He informed her that the Indians had killed her husband and Rizner. She immediately caught two of the horses, loaded Le Clerc and some provisions on one of them and herself and the two children on the other, and fled.

On the third night Le Clerc died of his wounds and exposure, as they dared not build a fire. On the fourth day the main camp was reached and the Indian woman found it deserted, with signs of a great struggle having taken place, and she surmised that the entire party had been wiped out by the Indians.

She and her children wintered in the Blue Mountains in a wild and lonely canyon, subsisting on the flesh of the two horses and such other food as could be procured. In the spring she struck out across the hills and finally arrived at the village of the Wallah-Wallahs. Thus passed out many of the brave spirits who helped blaze the trail to "Oregon" when it was a vast wilderness, and thus was lost to view the brave, patient, resourceful little Indian woman who endured so much.

Then came on the War of 1812-14, and through the treachery and cowardice of those in charge of the post, Mr. Hunt being absent, Astoria was given over to the English and remained in their possession until it was restored by treaty several years later. Then for a number of years the "Oregon country," consisting of the present States of Washington, Oregon, Idaho, western Montana, and northwestern Wyoming, was a "no man's land," which was held under a joint sovereignty of England and the United States.

HISTORY MADE AT CHAMPOEG

Then came that epoch-making convention at Champoeg, in the Willamette Valley, May 2, 1843. Here 102 men gathered to consider the proposition of forming a provisional government and to decide whether or not they would live under American or British rule.

Here were gathered the various types of frontiersmen, plainsmen, trappers, missionaries, traders, home builders—all of them men who were inured to the dangers of the wilderness—Americans, Canadians, Englishmen, clad in buckskin and homespun, with their rifles in their hands, with the leaders of the rival factions marshaling their men for the fateful moment.

The Hudson Bay men were for English rule, for that meant that the great expanse of the "Oregon country" would be held as a vast game preserve. Those who desired to make homes and build up industry were for American rule. Then Jone Meek, who later became the first United States marshal for Oregon, rallied the Americans with a stirring appeal for the flag, and when the final vote was taken it showed that 52 had voted for American rule and 50 for British rule.

It was indeed a very narrow victory and one which might be overthrown at a subsequent time by England importing a number of its subjects and holding another convention where those in favor of English rule would predominate.

When the British learned of the activities of Astor in sending out expeditions by land and sea to found a post at the mouth of the Columbia, an English expedition was sent out under the command of David Thompson, an intrepid and resourceful man, to reach the destination first and hoist the flag of England and proclaim all of that country the property of Great Britain. Thompson became lost in the fastnesses of the Rockies, a greater part of his command deserted him, and he reached the mouth of the Columbia three months too late, for he found Astoria established and the American flag flying over the ramparts of the little fort.

FIRST OREGON BOOSTERS

The first name which we naturally associate with the "Oregon country" is that of Thomas Jefferson, who visioned the possibilities of the great Northwest and who sent out Lewis and Clark on their famous expedition, which resulted in much valuable information being recorded of the territory tributary to the Columbia.

In a letter to John Jacob Astor under date of November 9, 1813, Jefferson says:

"I learned with great pleasure the progress you have made toward an establishment on the Columbia River. I view it as the germ of a great, free, and independent empire on that side of our continent, and that liberty and self-government spreading from that as well as this side will insure their complete establishment over the whole."

Another strong character who battled long and hard for the recognition of the "Oregon country" by the United States was Senator Thomas H. Benton, of Missouri. Benton was ably supported by his colleague, Senator Lewis F. Linn. Benton understood the needs and aspirations of the early pioneers and comprehended to the fullest extent the future importance of taking and holding all of the "Oregon country" for the United States. For many years this stalwart figure battled for Oregon, and his efforts were finally rewarded by Oregon being admitted as a Territory and finally as a State.

Another man who did as much for Oregon as any other and who was unappreciated and misunderstood by many was Hall J. Kelly, who was inspired by the reports of the Lewis and Clark expedition in 1805 and the Wilson Price Hunt expedition in 1811. In 1817 Kelly began to lecture and write about the "Oregon country," and it was directly through his efforts that the various churches were inspired to send missionaries to this wild and unknown country. Kelly, however, did not reach Oregon until 1832. He suffered many hardships and indignities and heartaches, but persevered in his work and surveyed the first town site in Oregon on the peninsula between the Willamette and Columbia Rivers in 1835, and also made a survey of the Columbia from Vancouver to Astoria, which he later turned over to the United States Navy Department. He lived the life of a hermit during the last few years of his life, crushed and embittered by the indifference and opposition which he encountered.

THE FIRST MISSIONARIES

The first Christian missionaries to Oregon were Jason and Daniel Lee, Methodists, who came in 1834; Rev. Samuel Parker, Congregationalist, in 1835; Dr. Marcus Whitman and wife, Rev. H. H. Spaulding and wife, and W. H. Gray, Presbyterians, in 1836; Rev. David Leslie and wife, Methodists, in 1837; Rev. Elkanah Walker and wife, and Cushing Eells and wife, Congregationalists, in 1838; Rev. Francis Norbert Blanchet and Rev. Modeste Demers, Catholics, in 1838; and Peter John De Smet, Catholic, in 1840. These were the pioneers; others came after.

One cause of the missionary movement to the "Oregon country" was one largely sentimental and appealing powerfully to the imagination and call of self-sacrifice, which was one of the greatest elements in the life of a missionary, was the occurrence which happened in 1831, when four Flathead Indians sent a commission of four Indians to St. Louis in search of "The white man's book of heaven." The Indians found General Clark, who blazed the way across the continent with Lewis in 1805 and told him their story. General Clark explained as best he could to the Indians the history of man, the birth of Christ, precepts of the Bible, the death and resurrection of Jesus. Two of the Indian messengers died in St. Louis and the others went back to their tribe, disappointed because they could get no teacher to come with them. The appeal of the Indians caught the attention and stirred the hearts of Christian men and women as nothing had ever done before and was one of the causes of the pioneer missionary coming to the "Oregon country." Jason Lee preached the first sermon west of the Rocky Mountains on July 27, 1834, at Fort Hall. Lee then continued on his journey west and reached Fort Vancouver in September, where he was kindly received by Chief Factor John McLoughlin, of the Hudson Bay Co., who promptly supplied all his personal wants.

The first mission house in Oregon was built by the Lees near the present site of the town of Gervais.

Dr. Marcus Whitman and Rev. H. H. Spaulding brought their wives with them in 1836. Mrs. Whitman and Mrs. Spaulding brought the first white women to come to the "Oregon country." Whitman founded the mission at Walla Walla, where he and his good wife and Reverend and Mrs. Spaulding labored among the untutored Indians and endeavored to civilize them and teach them the Christian religion. Doctor Whitman was an indefatigable worker for Oregon and saw the advisability of the United States Government recognizing the "Oregon country" and making it a part of the Union.

In the winter of 1842-43 Whitman with one companion made his celebrated ride across the continent, facing untold hardships, and encountering unnumbered dangers to urge upon Congress the necessity of recognizing the "Oregon country."

Whitman also had a large influence in persuading the emigrants of 1843 that wagons could be successfully brought from Fort Hall to Walla Walla and to the Willamette Valley.

Whitman and his wife and 12 other persons were massacred by the Indians at the Walla Walla mission November, 1847, while engaged in acts of mercy for the savages. Thus passed out two great characters who gave up their lives in the pursuit of their duties and in the carrying out of their Christian ideals.

WAGON TRAIN OF 1843

Then came the celebrated pilgrimage from Fort Hall to Walla Walla and the Willamette Valley in 1843, the migration which brought 1,000 men, women, and children to the "Oregon country" and clinched forever the right of the United States to it by actual occupation of bona fide settlers.

Regarding this expedition which made history for America, John Cradlebaugh, an Oregon poet, thus graphically and beautifully described as follows:

"Dreamers they were those pioneers
 Of the forties, three and four,
 Who braved the hardships of the plains
 In search of an untried shore.
 Brave of soul were the women folk,
 And the bearded men were strong,
 Who reckoned not how rough the trail
 Nor cared that the way was long.
 Week after week, month after month,
 Steadily, surely, but slow
 They journeyed on 'til they came to the stream
 Where the waters westward flow.
 And there they beheld the mountains,
 Where night drew its curtain of blue,
 And they knew that beyond lay the land that they sought
 The land where dreams come true."

In 1847 the Mormons traversed a portion of the trail on their continuous procession of covered wagons and ox teams traverse its length until the iron horse supplanted it.

In 1847 the Mormons traversed a portion of the trail on their pilgrimage to the great Salt Lake. In 1849 came the great rush for gold fields in California, and the gold seekers left the old trail at the Raft River in Idaho and the Malheur in Oregon and headed south. In 1852-53 there came the greatest migration of home seekers and home builders that the world has ever seen. Just why they came, who can tell? But some restless spirit which has kept mankind on the move ever since the dawn of creation impelled men from the various walks of life, women unused to the rigors of the trail, children of tender years, and babes in arms to leave the comforts of an established home and to hazard the perils of the wilderness to make new homes in the "Oregon country."

THE OLD OREGON TRAIL

There were two principal outfitting points in the early days, one at Independence, Mo., the route from there passing through what is now Kansas City (formerly Westport), on into Kansas, to Gardner, where the Santa Fe and Oregon Trail parted, thence past what is now Topeka, thence northwest into Nebraska, through the present town of Hebron and reaching the Platte River near the present town of Grand Island, keeping to the south bank of the river until it reached what is now North Platte, where the crossing was made to the north side of the river.

Council Bluffs (formerly Kaneshville), Iowa, was another starting point, the route from that point following the north bank of the Platte and continuing on up that stream into Wyoming, past the famous old towns of Fort Laramie and Fort Douglas, through the present city of Casper, on past Independence Rock, a great landmark of the trail where the emigrants carved their names or initials on the great sandstone face of the rock, which was called the register of the trail. The Rocky Mountains were crossed at the famous south pass, where the town of Pacific is now located.

Two routes led from here, one making a bend to the south, past what is now Kemmerer, the other known as the Sublette Cut-off, both coming together at a point which is now called Border.

Thence on into Idaho, through the present towns of Montpelier, Soda Springs, and on to Pocatello, near where old Fort Hall was located at the junction of the Port Neuf and the Snake Rivers.

The route then followed the south bank of the Snake River, passing by what are now known as American Falls, Burley, Twin Falls, Filer, and Buhl, where the trail took to the hills and came out on the river again near the present town of Glens Ferry. Here the Snake River was forded for the first time. From here the trail passed what are now Mountain Home, Boise, Nampa, Caldwell, and Parma near where old Fort Boise was located and where the second crossing of the Snake was made, thence past vicinity of Vale and Ontario and on through Huntington at the mouth of the Burnt River Canyon, thence up that canyon and on into the Powder River Valley near the present city of Baker, then over the hills into the Grande Ronde Valley past what is now La Grande, thence over the Blue Mountains past the town of Meacham and on to the Umatilla, past the present site of Pendleton and on to the Columbia. At The Dalles the emigrants took to boats and rafts or to the difficult Barlow Road on through to Oregon City and Portland and from thence scattering to points in the Willamette Valley, the Clatsop Plains, and into Washington.

In 1862, when gold was discovered in eastern Oregon and southern Idaho, Olds Ferry was established on the Snake River a few miles above the present town of Huntington and the course of traffic passed through the present towns of Weiser and Payette, and for years that route was heavily traveled and the ferry did a big business. To-day bridges span the Snake at both towns and the old ferry has about passed into history.

The wagons in which these early settlers came to the "Oregon country" were called "prairie schooners," and were made wide and deep and bowed at the sides and ends, and were used not only as wagons when on the road but as boats in crossing the many streams encountered. Each wagon was usually drawn by two or more yoke of oxen or teams of horses or mules, with a milk cow and some loose stock trailing along, and carried an average of five people to the wagon.

THE PATHWAY OF THE PIONEER

There are two great trails in the history of America—the Santa Fe and the Oregon. Both of them left Independence, Mo., then followed the same track for 40 miles to where Gardner, Kans., is now located, where the Santa Fe veered to the southwest and the Oregon to the northwest. At the forks was a sign, "Road to Oregon." It pointed the way 2,000 miles; there were no other signs and none were needed, for the iron wheels of the wagons, the myriad feet of the cattle, and the footsteps of the pioneer had worn a pathway 6 to 10 feet in depth, 50 to 150 feet in width, the fine dust of the desert being ground out by the traffic and blown away by the fierce winds which came from time to time. It crossed Nebraska, Wyoming, Idaho, and Oregon, and entered portions of Missouri, Iowa, Kansas, and Washington. The Santa Fe was a trade route while the Oregon was the route of the homeseeker who came with his plow tied to his wagon and his household effects inside to make a home for his loved ones.

The old Oregon Trail was not laid out by engineers; no grades were established; no streams were bridged, but it wound its way as best it could across the hills and through the gullies and across the streams.

In the springtime, when the hills were green with verdure, when the streams were full and fresh, the game plentiful, the old trail was one of adventure, romance, and hope; but when the torrid sun of summer beat down, the grass all withered, the game departed, the streams dry and alkaline, the old trail lost its glamor and became a way of hardship, suffering, and death.

In the words of Joaquin Miller—

"Then dust arose, a long, thin line like smoke
From out of riven earth, the wheels went groaning by,
Ten thousand feet in harness and in yoke,
They rent the ways of ashen alkali,
And desert winds blew sudden, swift, and dry.
The dust it laid upon and filled the train,
It seemed to fill and fret the very sky.
Lo, dust upon the beast, the tent, the plain,
And dust, alas, on breasts that rose not up again."

SACRED SOIL

Every foot of the way of the old Oregon Trail is sacred soil, made sacred by the lives that were lost on the way, made sacred by the blood that was shed, by the broken dreams and ambitions of those who carried on after having laid to

rest the loved ones who fell by the way. It is a sacred heritage handed down to us by a brave ancestry to revere and cherish and perpetuate. Let us profit by the wisdom of King Solomon and let us have the "vision" to hand down to our posterity the history and romance of the old trail in a way that they can not forget it. As the Burlington was building its line along the Platte, a crew of engineers stumbled upon a lonely little grave out in the sagebrush and across it was a wagon tire, rusted and crusted with time, and on it rudely carved were these words: "Rebecca Winters, age 50 years."

"Boys, said the leader, we'll turn aside,
Here, close by the trail, her grave shall stay,
For she came first in this desert wide,
Rebecca Wright holds right of way."

A touching bit of sentiment in a hard-boiled world. And so the line of a great railroad was turned to the west that she might lie in peace in the little grave she had occupied these many years, for she was one who came with the Mormon migration in 1847.

It was an army of peace which came to subdue the wilderness, but its casualties were greater than those of many a battlefield. It has been estimated that for each mile of the 2,000-mile course of the trail, 17 people per mile paid the price of the winning of the "Oregon country."

STATES CREATED OUT OF "OREGON COUNTRY"

The provisional government was established in Oregon, May 2, 1843. George Abernathy was elected first provincial governor and Joe Meek first marshal.

Oregon was made a Territory August 14, 1848. Gen. Joe Lane was appointed first Territorial governor and Joe Meek first United States marshal.

Washington was carved out of Oregon and made a Territory in 1853 and a State in 1889.

Idaho was next taken from Oregon and made a Territory in 1863 and a State in 1890.

Montana was established as a Territory in 1864 and made a State in 1889.

Wyoming was made a Territory in 1868 and achieved statehood in 1890.

THE RUSH FOR GOLD

In 1862 came the great gold rush to eastern Oregon and southern Idaho, and the old trail was again the scene of great activity.

Then came into being the pony express. When we think of the pony express, what a vision of romance and adventure it conjures up for us. We think of those swift, tireless horses, those brave, hardy men, enduring the hardships of the trail, evading or fighting the Indians, carrying the news of the world out to the lone frontier. Those were the days when man and horse were supreme.

Then in order to care for the traffic of the country the Concord coach came into being, with its sturdy, swaying body on long leathern springs and stout wheels, hauled by four to six horses, and being the chief mode of transportation for many years.

What a flood of recollections the old Concord coach brings to the old-timer. He thinks of those days and nights on the trail; he thinks of those wonderful horses, matched for speed, for color, and for weight, ready to go until their great hearts ceased to beat; he thinks of those rugged, skillful men who piloted these coaches over the hills and across the valleys from the nearest railroad point to the farthest frontier. Brave days those were, and now but a memory.

Freight in those days was hauled in great wagons drawn by from 12 to 20 mules or horses, driven with a jerk line, the driver riding one of the wheel horses and managing his long team with a single line running through the bridles of all the animals of the near side. Many of the teams sported a semicircle of metal, which was fitted on the collars and on which were strung bells, which lent a softened and romantic air to the rude outfit which traveled over the roads which to-day would seem impassable.

The teamster in those days had a varied personality. The life he led was necessarily rough and laborious and the care of handling and attending to his large team gave him a vocabulary varied and picturesque and at times not fit for polite society.

But he and his teams supplied the needs of the communities and did their part in building an empire and developing the resources of the great Northwest.

Freight was carried in boats up the Columbia River as far as Umatilla Landing, where it was transferred to the freight wagons and hauled over the Blue Mountains to the gold fields of eastern Oregon and southern Idaho.

Then came the railroad in the early eighties, and the old trail, with all of its heroic associations, almost forgotten. We say "almost," for the memory of it could never be effaced from the minds of those who traversed it in the brave old days.

MARKING THE TRAIL

And so it came to pass that in 1906 another man with a vision appears upon the scene. Ezra Meeker, then 76 years of age, who came across in 1852 as a young man with his bride, outfitted himself with an ox team and prairie schooner and set out from his home in Puyallup, Wash., to go back over the trail he had traversed as a boy. And as he went he marked the way clear through to the Missouri River with substantial stone monuments. He proceeded on and drove his oxen down to Fifth Avenue in New York City and to Washington, D. C., where he was met with outstretched hand by Teddy Roosevelt, then President of the United States, who welcomed him to Washington and congratulated him on the vision which prompted him to make a trip across a continent in a slow moving prairie schooner to try and awaken in the minds of the people a love and veneration for the deeds of those who faced and conquered the desert and the wilderness, made history for America, and saved to the United States a vast territory. Meeker duplicated his trip in 1910, and to-day at the age of 93, he is still active and working for national recognition of the old Oregon Trail and endeavoring to have the story of the old trail preserved to posterity in a great moving picture which will depict historically correct the scenes and characters of the greatest migration of all time.

What an unselfish devotion to duty is his and what an inspiration he should be to the younger generation, for he is doing all this without hope of financial gain but only from a desire to do something really worth while, to awaken a love for real American history, and to preserve the traditions and lore of the trail for all time to come.

OLD OREGON TRAIL ASSOCIATION

In February, 1922, the Old Oregon Trail Association was organized for the purpose of perpetuating the name of the old Oregon Trail from the Missouri River to the Pacific coast, to permanently mark it with the insignia of the ox team and the covered wagon, and to advertise it for what it is—the world's most historic highway; the road leading to nature's scenic wonderland; the shortest route to the great Northwest; a route traversing a populated country with the greatest variety of scenic grandeur of any route and one with the best roads and accommodations by the way. What a wonderful opportunity we have to combine the historic, the sentimental, and the commercial without detracting from either. In order to carry on this work, we have opened our membership to the world and are asking all those who are interested in this movement or who will profit by the added tourist traffic to take out memberships at from \$1 per year up. The revival of the history and sentiment of the old Oregon Trail has touched a responsive chord in the breasts of everyone, whether located on its exact route or not. The old pioneers are passing fast and in a few years they will be numbered with those who were laid to rest beside the trail as they come across.

OFFICIAL RECOGNITION

To-day the States of Oregon and Idaho have officially recognized and named their east and west highways the old Oregon Trail. The State of Wyoming has marked the route across the State with substantial stone monuments, and considerable work of this kind has been done in the State of Nebraska. It is expected that these States will also fall in line with Oregon and Idaho in officially recognizing the old Oregon Trail, for the history of all four States is closely and inseparably linked with the history of the old trail. In fact it was the old Oregon Trail which started the movement by which these States were populated and was the germ from which sprang their present development.

ALL ROADS LEAD TO THE OLD OREGON TRAIL

Whether from North, South, or East, all roads lead to the old Oregon Trail. Good roads lead north from Denver and Salt Lake to the old trail, and the road

south from the west entrance of the Yellowstone National Park is a good one, running through the productive upper Snake River Valley, past the towns of Ashton, St. Anthony, Rexburg, Idaho Falls, and Blackfoot on to Pocatello.

The picturesque North and South Highway in Idaho taps the trail at Weiser; the John Day Highway touches the trail at Ontario and again at Arlington; Washington connects with the trail near Pendleton with a paved highway from Walla Walla; the Pacific Highway, stretching from the Canadian to the Mexican borders, connects with the trail at Portland.

The old Oregon Trail is the logical route to California from eastern points. Though the distance may be a little greater, one has the advantage of the best roadbed in the West, has no deserts to cross, passes through a populated and cultivated country with varied scenic attractions, with modern conveniences on every hand, and over a road that is kept open the entire year.

THE TRAIL OF TRAILS

The old Oregon Trail is not simply a highway which leads from one place to another; it is not simply a mixture of earth and gravel and cement over which traffic might easily go; it is not simply a convenience to be used and then forgotten. It is not a "paper" road down across the map of this country for commercial or advertising purposes or to satisfy the ambition of some individual.

It is the highway which carries with it and represents the hopes and ambitions, the vision and faith, the endurance and perseverance of brave men and women who dared the terrors of the long, weary way that an empire might be won for the United States of America.

It is the "home trail," the trail of those whose greatest ambition was to establish homes and to live in peace with their neighbors, and for that reason, if for none other, the old Oregon Trail has a place in history greater than all others, for it is in the homes of this land that the fate of the Nation rests.

Its foundation is laid deep in the hearts of men and women and it is paved with the sentiment which attaches itself to every brave and noble deed unselfishly performed. It will live forever in the annals of history as a living thing breathing of heroic self-sacrifices and devotion to duty. It is the trail which leads to the rainbow's end, the trail of all trails, your trail and mine.

BEST ROAD TO THE WEST

To-day the old Oregon Trail has none of the perils or the discomforts of the past, but is a route which can be followed with ease and pleasure in an automobile, taking but days to traverse a distance which formerly took many weary months.

Through the States of Idaho and Oregon there is a continuous stretch of good road for over 1,100 miles, being all graded and either paved or graveled. The streams are bridged and it passes through a populated, cultivated, and prosperous country. There are comfortable camp grounds in every town and there are scenic attractions along the route unsurpassed by any other route in America. The great Snake River produces a greater variety of scenic grandeur than any other stream in the United States. There are the great Shoshone Falls, higher than Niagara and rival it in grandeur. Then there are lesser falls, all beautiful and inspiring. The Valley of a Thousand Springs nestles quiet and restful between the grim walls of the canyon. The trail passes through beautiful, productive valleys and picturesque winding canyons and past industrial centers, lending an ever changing, ever interesting panorama of mountain, stream, city, and field.

The road over the Blue Mountains, once to be dreaded by the pioneer and the tourist, is now a modern, scenic highway and a pleasure to travel. Along the Columbia River the scenery surpasses that of any other highway in the world, with a panorama of waterfalls, river, mountain, and forest which beggars description. At Seaside you come to the Trails End where the Lewis and Clark and Oregon Trail meet the ocean, where the breezes of the forest and the gales of the sea mingle, and where thousands come to bask in the sunshine and revel in the surf.

A branch of the trail runs north from Portland through Vancouver, Wash., and on to the State capital at Olympia, in the vicinity of which many of the pioneers carved their homes out of the wilderness.

THE LAND OF TO-DAY

Gone are the buffalo herds and the other wild game which frequented the valley of the Platte, gone are the Indians which made a constant vigilance the price of safety.

Gone are the raids on the wagon trains and the livestock which marked the course of the trail from the Missouri to the sea.

Gone is the spectre of the lonely graves by the way and the anxiety of what the morrow might bring forth.

The natural resources of the country adjacent to the old trail have been developed, and we see great coal mines and oil wells paying tribute to the brain and brawn of mankind, providing comforts and luxuries as though in compensation for the misery and hardships wrought in days gone by. We see the desert made to bring forth its fruits under the magic caress of the water of the harnessed streams, which formerly brought worry and disaster to the traveler of old.

We see the hills and mountains carved out and modern highways made where formerly a rough trail marked the way.

We see modern homes and cities mark the site where once was the tepee and the Indian village. We see herds of fat cattle where once roamed the buffalo, and we camp in modern camp grounds with every comfort where once we bivouacked within the circle of the covered wagons, and we sense no more the pungent smell of the buffalo-chip fire, but we cook our meals on an electric range or a gas jet.

We fear no more a night attack or the stampeding of our cattle, for the vehicles we travel in to-day are not subject to stampede.

Eighty-one years ago the first wagon train came over the old trail, and it has been 81 years of progress and development which has seen a wild land tamed and made to pay handsome returns at the hand of man.

There is still pioneering to do in the development of our resources and in the preservation of our treasured traditions and in peopling the great big out of doors of the magnetic, romantic West.

It is becoming in us to be humble when thinking of them and incumbent upon us to perpetuate their memories in the permanency of the Old Oregon Trail, which knew their presence.

OLD OREGON TRAIL PAGEANT

On July 3 and 4, 1923, an Old Oregon Trail pageant was staged at Meacham, Oreg., on the Blue Mountains, commemorating the eightieth anniversary of the coming of the ox teams and covered wagons to the Oregon country and celebrating the completion of the new Old Oregon Trail over the Blue Mountains, for 80 years a barrier to be dreaded by the pioneers of old and the auto tourist.

On July 3 Warren G. Harding, President of the United States, accompanied by his adorable wife and a large party of Cabinet officers, attachés of the White House, motion-picture operators, and newspaper men, arrived in a special train on their tour of the West and spent the greater part of the day participating in the pageant.

Thirty thousand people, including the governors of three States, gathered from all parts of the Northwest to do homage to our President and to pay honor to the intrepid pioneer men and women who had blazed the way 80 years before.

July 3 dawned clear and bright, with a light breeze blowing to cool the warm rays of the sun. There, top o' Blue Mountains, a scene was presented the likes of which will not be seen for many a year to come. Against the background of the evergreens the tepees of the Indians stood out in bold relief; in the foreground were the covered wagons drawn into the defensive circle of old; on the green meadow, studded with wild mountain flowers, was built the frontier town with its dance halls, its saloons and gambling houses; across the trail were picketed hundreds of horses; along the banks of Meacham Creek were scores of camps of those who came early to avoid the rush; in the background were parked thousands of automobiles which had come long distances to attend the pageant.

President and Mrs. Harding were conducted to the reviewing stand in a Concord coach of the old stage days, escorted by a troop of Cavalry attired in the uniforms of the early frontier days.

And then over the brow of the hill and down the old trail itself there passed in review before the distinguished guests a panorama of the colorful old West, bringing back the explorer, the trader, the missionary, the Indians in all the gorgeous panoply of the savage days; the covered wagons and ox teams, the jerk-line freight outfits, the pack trains, the Concord coaches, the buckboards, phaetons, cowboys, and interspersed among it all were the characters who made history for the United States and for the Oregon country when it took real men and women to conquer the savage tribes, the wilderness, and the desert.

After the pageant the presidential party partook of a bear-meat and chicken banquet, spread under the folds of a large tent, and prepared and served by pioneer ladies.

Mrs. Harding entered into the spirit of the occasion and insisted on riding on the driver's seat beside Joe Woods, a veteran stage driver, from the reviewing stand to the headquarters tent, where the banquet was spread, and received a great ovation from the assembled crowd.

In the afternoon the program was resumed on the reviewing stand, where seats of honor were given the oldest of the pioneers and where the President and his party were greeted in a typical western manner. In his speech the President dwelt on the deeds of the early pioneers, special mention being given to Dr. Marcus Whitman, and of the need of preserving this pioneer history. A powwow was then held between the President and several of the Indian chiefs, who presented our distinguished guests with many valuable presents, expressing pleasure at having the great white father as their guest for a short time at least.

The Indians then started a spectacular attack on the wagon train, but were finally driven off by the cavalry, which came to the rescue of the beleaguered train, giving the spectators an idea of some of the perils and hardships encountered by those who traversed the trail in the stirring days of old.

THE UNKNOWN DEAD OF THE "TRAIL"

When the modern highway was being built over the Blue Mountains, three skeletons were uncovered at the town of Meacham, one of them being a military man, as evidenced by some Army adornments found with the remains. Some cast-iron nails, rusted almost entirely away, were also found, showing that the remains were very old and were no doubt those of some of the members of the early migrations. The remains were carefully and tenderly laid to rest again with military honors by the side of the trail on July 4, 1923, and a fitting monument erected to the memory of the "Unknown Dead of the Old Oregon Trail." That is but one grave, however, of the many thousands, unknown and unmarked, which lined the pathway of the old trail in the days of the great migrations, and which attaches a sentiment and sacredness to it which no other road in America possesses.

DEDICATION OF THE "TRAIL"

At Emigrant Springs, 3 miles from Meacham, at an historic spot long known as Lee's encampment, because of the fact that Jason Lee, the first missionary to come to the Oregon country, had made camp there in 1834, and where thousands of home seekers camped in later years, President Harding formally dedicated the Old Oregon Trail with a great granite monument erected to the memory of the intrepid pioneers who came with the first train of ox teams and covered wagons in 1843.

At this dedication President Harding was presented with a gold life-membership card in the Old Oregon Trail Association, a membership that terminated so tragically within 30 days.

President Harding made history for the old "Trail" that day and put its name on the lips of millions of people, and helped to revive an interest in the history and lore of the trail which helped make history for the United States and saved to it a vast territory.

MEMORIES

Oh, what men and women the Old Oregon Trail produced! When we think of the Old Oregon Trail, we think of men like Hunt, Lee, Whitman, Spaulding, Bridger, Kit Carson, Buffalo Bill, the Applegates, Joe Meek, Ezra Meeker, and hundreds like them. We think of women like Mrs. Whitman, Mrs. Spaulding, and Dorion, the Indian woman. We think of our own mothers who braved the perils of the hills to bring civilization and refinement to a wild and unbroken country; we think of the churches and schoolhouses that were built through their inspiration and of their unselfish devotion to the men of their choice and to their families.

"There are no new worlds to conquer,
Gone is the last frontier,
And the steady grind of the wagon train
Of the sturdy pioneer.
But their memories live like a thing divine,
Treasured in heaven above,
For the trail that led to the storied West
Was the wondrous trail of love."

To Mrs. John Stack, a pioneer lady of Baker County, Oreg., one who came in 1859 and who has made the last trek across the Great Divide, we are indebted for these lines:

"Hickory yoke and oxen red,
And here and there a little towhead
Peeping out from the canvas gray
Of the Oregon Overland on its way,
In Fifty-nine.

No sound save the creak of the axletree,
And not and then a whoa, haw, gee,
From the driver whose face with dust is gray
Of the Oregon Overland on its way,
In Fifty-nine.

Creeping along the mountain side,
Fording rivers, deep and wide,
From the earliest dawn 'til close of day,
Rolls the Oregon Overland on its way,
In Fifty-nine.

At ease in a home in some cosy nook,
Near by the sound of a running brook,
Or perhaps asleep beneath the sod,
Forgetting forever the road they trod,
Are the little towheads that peeped that day
From the Oregon Overland on its way,
In Fifty-nine."

STATEMENT OF HON. JOHN W. SUMMERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

Mr. SUMMERS. Mr. Chairman and gentlemen, we seek no Federal funds. Citizens of the Pacific Northwest look upon the Old Oregon Trail as one of the most historic trails or spots to be found anywhere in the United States. [When the story is thoroughly understood it ranks along with Bunker Hill, Concord, and Lexington, except that there were not the battles fought on this trail or they were not fought in the same way. However I dare say that the same amount of courage and heroism was required, and hardships were endured far beyond anything encountered at those historic spots. I make this comparison with profound respect for my own ancestors who fought in those battles.]

This Northwest country was first visited about 1579 by Drake, and then later by another Spanish explorer, and the first American to reach that country seems to have been Captain Grey, of Boston, who sailed around the Horn, and over the treacherous sands at the mouth of the Columbia, and into the Columbia River in 1792.

Captain Vancouver, of the British Navy, of course, visited the coast a little later and made extensive explorations and named many of the mountains, inlets, bays, straits, and islands in that north-western country.

The first particular interest shown by the United States was when Capt. Meriweather Lewis of Virginia, and Capt. William Clark of Kentucky, of the United States Army, were sent with an exploring expedition up the Missouri River and across the Rocky Mountains, and down through the Northwest country to the mouth of the Columbia River. They brought back wonderful stories of the country that they had explored.

Nothing particular was done by the United States. The Hudson Bay Fur Co., a London organization, doing business in America and India, and perhaps at other places in the world at that time, went into this country and established at Vancouver and other points, one of which was at the mouth of the Walla Walla River, in my county, fur-trading stations. They took possession of the country, and the factor or manager of the company made the law; in fact, his word was law.

The next thing of interest was the coming of the missionaries. Rev. Jason Lee went to the Willamette. About that time came Dr. Marcus Whitman, from the State of New York, a medical missionary to the Indians, who went to the territory in 1835; almost immediately returned to New York, married, enlisted the interest of Rev. H. H. Spalding, and they with their young wives rode over the western plains, over the Rocky Mountains, and into the northwest country. These were the first white women who ever entered this territory and the first white women who ever crossed the continent.

I give you this background that you may understand that while in general I very heartily indorse the plan for recognition of this trail, I want to point out to you that there should be a detour of the trail extending to a certain point, the same as you have two or three origins for the trail here in the Central West, and you have a leg extending from Vancouver up to Olympia [indicating].

Whitman settled at Wailatpu near Walla Walla, in 1836, and there established an Indian medical mission and school. He did a great work with the Indians, was wonderfully infatuated with the country and saw great possibilities for it, but there came to him in the autumn of 1842 word that Daniel Webster, then Secretary of State, was considering or entertaining a proposition to trade the whole northwestern country in exchange for cod fisheries off the banks of Newfoundland. Daniel Webster, great statesman that he was, saw a codfish off the banks of Massachusetts looming larger than a territory eight times as large as all the New England States combined, and about seven times as large as England.

Whitman was so stirred by this report that with one companion he started on horseback to ride to Washington, D. C., to argue the question. So goes the story that is generally accepted, controverted by some, but generally accepted by those who have studied the question.

Coming in the fall of the year and winter to the Rocky Mountains he found it necessary on account of a severe winter and heavy snows to drop farther south, down through New Mexico. After a winter of such privations as few other men ever in the history of the world endured, he came the next spring up through Arkansas into Missouri, and there came in contact with people who were interested in the Far West, and made arrangements to lead their emigrant trains the next year into this Northwest country.

Anyhow there was a time when a plebiscite was arranged and agreed upon. After a period of 10 years there should be a vote of the occupants of the country as to whether it should be American or British territory. Whitman the next year, 1843, led the emigrant train of 1,000 men, women, and children in their covered wagons out over the old Oregon Trail and by way of his medical mission,

at least most of them, and then there came another train as Mr. Sinnott pointed out, a little later. So the travel continued.

I want to call attention to the location I am speaking of. They left the trail at a point west of Le Grande, Oreg., and went over the Blue Mountains to the mission and then came back to the main trail at a point probably near where Pendleton now stands.

Doctor Whitman continued his work there among the Indians until 1847, when he and his wife and 12 other persons were massacred and buried near Walla Walla, on what was a commonly traveled route of those going even farther west into the Willamette Valley and other points in Oregon.

Doctor Whitman's mission became as well known as Fort Hall in southern Idaho. Everybody made Fort Hall one of their objective points. When they left Fort Hall the next point of any importance was the Whitman Mission at or near Walla Walla, and so it became a fixed point, a definite point, an objective point on the Oregon Trail, the same as Fort Hall, and these other places that have been referred to. So while thoroughly in favor of and wanting in every way to support the idea of definitely designating the old Oregon Trail, I shall at a little later date desire to offer an amendment to the bill so as to designate this detour or leg of the trail, because there was never a man, who ever went into the northwest territory who wielded a greater influence over that territory than did Marcus Whitman, who spent 11 years there, and who fired the imagination of the people of the Mississippi Valley with the possibilities of that country. He lead them into that country and had as much or more than any other man to do with the settlement by Americans, which resulted in the country finally becoming definitely American territory.

So it seems, with the additional matter that I will lay before you at a later date—I had not time to gather it at this time because I only heard of these hearings a little while ago—that we will be able to establish all the facts to which I have referred, and we believe, then, that there should be no opposition to this detour, which was regularly made from the Oregon Trail, by way of the old Whitman Mission at Walla Walla, where the remains of Whitman and his wife and the other 12 massacred patriots lie buried to-day.

Mr. ROBSION. Is there any public highway to-day over the leg that you have suggested?

Mr. SUMMERS. Part of it is improved hard-surface highway, and a part of it was just the trail over the mountains where there is no hard-surface highway, and nobody ever expects that there will be one. However, there is a very old mountain road that is traveled locally, and the Forest Service is showing some interest in that. It is partly in a national forest. The counties are making improvements on that road, and the national forest has ordered a survey of their part of it.

Mr. ROBSION. What is the length of that leg that you would add to it there? You mean you would leave the main trail for a short distance and come back into the main trail?

Mr. SUMMERS. That is my understanding of the route traveled by the emigrants. I will get those facts and lay them before the committee.

Mr. SMITH. It would not be a spur?

Mr. SUMMERS. No; it would not be a spur. It goes in a semi-circle, a distance of about 100 miles from where they left the trail to where they reentered it.

Mr. ROBSION. Your suggestion is that that displace the main line?

Mr. SUMMERS. No; not that it displace it. This was a recognized traveled way by all who went by the Whitman Mission, which for years was an established way of travel. It should be recognized the same as the other, just the same as those two or three beginning points in the East and the extension to Olympia.

The CHAIRMAN. We will now hear from Colonel Miller, Representative from the State of Washington.

STATEMENT OF HON. JOHN F. MILLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

Mr. MILLER. Mr. Chairman and gentlemen, I want to approve Senate bill 2053, or if, in your judgment, you deem best, Joint Resolution 232, introduced by my colleague, Mr. Smith.

I want to approve all said by the gentleman preceding me, and especially that part of Congressman Summers's address relating to Doctor Whitman. He is the outstanding character in the far Northwest of the pioneers of that day, and it is my conviction when the State of Washington comes to honor two of its citizens in the Hall of Fame here Dr. Marcus Whitman will be one of those of the young State of Washington.

The Territory of Washington was organized in 1853, detached from the Oregon Territory. Pioneers of the far Northwest and particularly of the locality that I have the honor to represent, came over the Oregon Trail. Probably the last of that heroic group is Mr. Ezra Meeker, who went into that country in 1852, going over this Oregon Trail, and he has cooperated with others in marking out the trail. The end of the trail in the State of Washington is Olympia, the present State capital of the State, that being the point where those pioneers first came to salt water—Puget Sound.

I have a letter that I desire to make a part of the record from Mr. C. B. Bagley, of Seattle, dated January 10, 1925. Mr. Bagley is president of the University of Washington State Historical Society. I would like to submit it as a part of the record.

(The letter referred to is as follows:)

DEPARTMENT OF PUBLIC WORKS,
Seattle, Wash., January 10, 1925.

HON. JOHN F. MILLER,
Washington, D. C.

MY DEAR MR. MILLER: All the pioneers of Oregon and Washington will be greatly pleased if Senator McNary's bill shall become a law providing that the official designation of the emigrant road across the plains shall be the "Old Oregon Trail."

However, it should be amended to include the part of the road on the north side of the Platte River from where Omaha now stands.

As early as 1847 that part of the road became a recognized highway to Oregon and California, and as early as 1850 a much larger part of the western migration used it.

Incidentally the people of Nebraska have taken a deep and sentimental interest in erecting markers and monuments along the road through their state, while in Kansas little or no interest has been manifested.

If these facts should be called to the Senator's attention, it does not seem to me that he would offer any objection to the proposed amendment.

Sincerely yours,

C. B. BAGLEY

Mr. SINNOTT. The president of the Oregon Trail Association suggests the same amendment to Mr. Smith's bill, from Council Bluffs.

Mr. WILLIAMS. Before you proceed, may I ask if the Lewis-Clark expedition traveled practically the route now known as the Oregon Trail?

Mr. MILLER. I do not know. They started in the far Northwest, so history tells us, at the source of the Missouri River, where the three branches, Gallatin, Jefferson, and Madison join. They started originally from Louisville, Ky.

From the Northwest they started and were guided over the mountains by Indian guides. I do not think it was along the same line at all.

Mr. ROBSION. Clark was a Kentuckian, and he naturally started from Louisville.

Mr. MILLER. Everybody in the Northwest, as far as I know, would like very much to see this resolution passed, and I give it my approval.

Mr. ROBSION. There are a number of trails, the Santa Fe Trail, and so on. Have any of them ever been designated by an act of Congress?

Mr. MILLER. I do not know, I do not know about that.

The CHAIRMAN. Is there anyone present who desires to offer anything further in favor of the resolution?

STATEMENT OF HON. U. S. GUYER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS

Mr. GUYER. I might say that my district is right along here, and we are in favor of this. I will say that the Santa Fe Trail and the Oregon Trail for a distance are identical, and of course the Santa Fe Trail is the one that interests Kansas people more than the Oregon Trail. It is marked by granite markers. This trail was passed over by Quantrell on his way to Lawrence 52 years ago, when he went there for the purpose of destroying Lawrence. It is a historic part of that country, that part of Kansas, and we know that trail as the Santa Fe Trail. In my part of the country out there they had 50 descendents of people who went with the expedition to Oregon. One of them is Mrs. Hahn, a neighbor of mine. She is a descendent of Jim Bridger. On the platform of the theater out there one night they had these people there, and they introduced them, and these people wore the costumes that they wore in 1840, and it was of course very interesting and especially from the fact that they were the daughters and a few of the men were sons of the men on that great expedition, and of course that trail is of great historic interest to Kansas, and I never see those granite markers on the old Santa Fe Trail that I do not remember that it was over this trail that Anglo-Saxon civilization staggered out unto the Great American Desert to build an empire.

Mr. HUDSPETH. Did these people travel the Oregon or the Kansas Trail?

Mr. GUYER. Part of it is identical. These people went over it in 1843.

Mr. ROBSION. I wish you would indicate how the Santa Fe Trail runs on the map.

Mr. MARCUM. The old Santa Fe Trail, leaving this point, goes out this way [indicating on map].

Mr. ROBSION. To Kansas and Oklahoma?

Mr. MARCUM. Colorado, and then on down.

The CHAIRMAN. Your statement is that that is identical with the Santa Fe Trail. For a distance do you want this part of it designated as the Oregon Trail?

Mr. GUYER. I am not particular. I live a mile west of Kansas City, and we have got so many names for the highways that I do not know where I live—the Fort-to-Fort Highway, the Victory Highway, the Parallel Road, the road that runs to Topeka and up to Fort Riley—but this Oregon Trail goes by Gardner, south of Kansas City, and then goes to Lawrence.

Mr. ROBSION. Can you indicate the Santa Fe Trail for the first 150 miles west from Kansas City?

Mr. GUYER. I could not.

Mr. SINNOTT. I would like to read just a paragraph. Mr. Meachem says:

There are two great trails in the history of America—the Santa Fe and the Oregon. Both of them left Independence, Mo., and followed the same track for 40 miles to where Gardner, Kans., is now located, where the Santa Fe veered to the southwest and the Oregon to the northwest. Past the forks was a sign, "Go to Oregon."

That is what Mr. Meachem said, that they are identical for 40 miles.

Mr. GUYER. The Santa Fe is marked, but the Oregon is not. They have granite markers, some of them high as a man's head. Mr. Marcum can answer as to the towns on the Santa Fe Trail.

Mr. LEATHERWOOD. I would like to have the towns indicated through which it passes for the first 150 miles.

Mr. MARCUM. Do you want me to answer that?

Mr. LEATHERWOOD. Anyone who can answer it.

Mr. MARCUM. I lived on it for 35 years. Kansas City, which at that time was called Westport, Orlanda, Overbrook, Burlingame, Harrington, McPherson, Great Bend, Kinsley, Dodge City, Garden City, Syracuse—that is 450 miles.

Mr. LEATHERWOOD. Why do you leave out Council Grove?

Mr. MARCUM. Well, I did not mean to. Council Grove is one of them—Baldwin, Overbrook, Council Grove.

Mr. LEATHERWOOD. Why did you include Harrington?

Mr. MARCUM. Why did I include Harrington?

Mr. LEATHERWOOD. Yes, sir.

Mr. MARCUM. Because they claim she was on the route and she is on the old Santa Fe Trail system as now designated.

Mr. LEATHERWOOD. Are you familiar with the location of Harrington with reference to Council Grove?

Mr. MARCUM. I have been in both places a dozen times; yes, sir. Harrington and Marion have had some dispute. In some cases Marion was designated and then McPherson, and then Harrington, and it dropped down to Harrington.

Mr. LEATHERWOOD. The trail is marked through there, is it not?

Mr. MARCUM. Yes; both places, as I remember.

Mr. LEATHERWOOD. It is marked at Harrington now?

Mr. MARCUM. I am not so certain about that since the Daughters of the American Revolution put up the markers. I am not sure that they have one there or not.

The CHAIRMAN. Are there any other gentlemen present who desire to offer anything further in favor of the proposed legislation, or is there anyone who desires to be heard further?

Mr. SMITH. I would like to ask Mr. Leatherwood a question. As I understand it, you are not opposed to the plan of designating the Oregon Trail, but you have some suggestions to offer in regard to the route; but primarily you are not opposed to it?

Mr. LEATHERWOOD. I am opposed to the designation by Congress of any trail; and while I am on my feet, if the chairman of the committee and the committee will indulge me, a little later I very much desire to lay before the committee from the original sources some historical facts in addition to those that have been presented this morning as one branch of my argument, and then I desire to take up with the committee another argument which has not been advanced or touched upon against the Federal Government starting the designation of trails.

Mr. SMITH. In the further consideration of the bill I wish to state that I will submit, as a substitute for the Senate bill, the phraseology contained in House joint resolution 328. Senator McNary, the author of the Senate bill, has acquiesced in the corrections or amendments which I propose to offer.

The CHAIRMAN. Can you set that out in your statement?

Mr. SMITH. Yes; I will give that to the reporter.

Mr. HUDSPETH. You do not desire to proceed now?

Mr. LEATHERWOOD. I could not proceed at this time, because very frankly I am having gathered from original sources some matters which I think will be of interest to this committee. I hope also, based upon the original-sources and the original data, to present at least one map or a series of maps which I think will throw a good deal of light upon this question. That matter is not all gathered, owing to the fact that of necessity a large mass of material has to be gone through, as you gentlemen are aware if you have done any work with original source material, and as soon as that is put in shape so it can be put before the committee briefly and succinctly, and so you will understand it, which I think I will have sometime next week, I would appreciate the courtesy of the committee in allowing me to appear at that time and presenting this material. I think some of it will be of very great interest to the members of the committee.

The CHAIRMAN. That will be satisfactory if there is no objection.

Mr. SINNOTT. Of course we are approaching the end of this Congress, and we would like to have this matter presented within a reasonable time, and also an opportunity to reply. This really amounts to a postponement of the hearing. We only have about a month left in this Congress, and while I am disposed personally to accommodate Mr. Leatherwood all I can, I trust the committee will see fit, if it defers the matter, to fix the next hearing at such a time that we may have some assurance that we can have the matter disposed of.

The CHAIRMAN. I will confer with the gentleman within a reasonable time and will get the committee together.

Mr. LEATHERWOOD. Let me assure the committee that I have no desire at all to delay the matter, and if the various chairmen of committees that I have to be on will not get too industrious I think if you will fix some time perhaps about the middle of the week, say next Wednesday, it would be satisfactory to me. That would not be an unreasonable delay, would it, Mr. Sinnott?

Mr. SINNOTT. I would not think so.

Mr. LEATHERWOOD. I shall also be very glad to have these gentlemen reply to such historic material as I may see fit to lay before the committee. If they can disprove it, they will have contributed a good deal to the history of the country.

If I may be pardoned for again interjecting my remarks, I will be very glad indeed to notify you, Mr. Chairman, at the earliest possible moment when I have this material ready. I have some maps coming across the continent, and they may get here to-morrow.

Mr. SMITH. I submit the description heretofore referred to in House Joint Resolution 328 of the route which should be substituted for the description in the Senate bill, inasmuch as the resolution contains certain amendments which were urged by the Oregon Trail Association and others which had not been submitted when the Senate bill was passed. The descriptive portion of the resolution is herewith submitted for the consideration of the committee:

That the highway extending from Independence, Mo., and from Council Bluffs, Iowa, to Seaside, Oreg., and to Olympia, Wash., through the States of Missouri, Kansas, Nebraska, Wyoming, Idaho, Oregon, and Washington, and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail, and coinciding as near as may be with the system of Federal-aid highways through said States, shall hereafter be known as the old Oregon Trail.

SEC. 2. That the road herein designated as the old Oregon Trail shall follow, as closely as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to the Oregon country over said trail, and shall extend through Kansas City, in the State of Missouri; Kansas City, Gardner, Lawrence, Topeka, Rossville, Louisville, and Frankfort, in the State of Kansas; thence through Fairbury, Hebron, Grand Island, connecting with the road from Council Bluffs through Omaha, Fremont, and Columbus, and thence through Kearney, North Platte, Lewellen, Bayard, and Scottsbluff, in the State of Nebraska; thence through Torrington, Fort Laramie, Douglas, Casper, Alcova, Muddy Gap, Eden, Granger, Kemmerer, and Cokeville, in the State of Wyoming; thence through Montpelier, Soda Springs, Pocatello, American Falls, Burley, Twin Falls, Buhl, Glenns Ferry, Mountain Home, Boise, Nampa, Caldwell, thence as a divided trail via Payette, Idaho; and via Parma, Idaho, and Ontario, Oreg., to Weiser, in the State of Idaho; thence through Huntington, Baker, La Grande, Pendleton, Umatilla, and along the Columbia River through The Dalles, Hood River, Portland, Astoria, and Seaside, in the State of Oregon; thence through Vancouver and on to Olympia, in the State of Washington.

(At 12 o'clock m. the committee adjourned.)

COMMITTEE ON ROADS,
HOUSE OF REPRESENTATIVES,
Washington, D. C., February 13, 1925.

The committee met at 10 o'clock a. m., Hon. Cassius C. Dowell (chairman) presiding.

The CHAIRMAN. We have met this morning for a further hearing on the measures—House Joint Resolution 232, House Joint Resolution 328, and Senate bill 2053.

At the last meeting of the committee those favoring this legislation were heard; and to-day was set for the purpose of hearing those in opposition to the legislation.

Is there anyone present who favors the bill and who was not heard at the last meeting, who desires to be heard by the committee now?

Mr. WATKINS. Mr. Chairman, I want to be heard; but this day having been set aside for the opposition I am willing to wait until they get through; and if there is any time left then, I will make my statement. If not, I may insert it in the record.

Mr. WINTER. Mr. Chairman, that is my attitude also. I am in favor of the bill; and if it is convenient to the committee I may find an opportunity to say a few words later. I do not care to insert anything at this time.

Mr. LEATHERWOOD. Mr. Chairman, may I observe that, so far as I am personally concerned, any time will suit me? If there is any gentleman here who wants to be heard on the legislation, it will not inconvenience me. I can hold myself subject to the convenience of the committee.

The CHAIRMAN. I think we can finish it all to-day.

Mr. Winter, do you want to use very much time?

Mr. WINTER. No.

The CHAIRMAN. You may be heard now in favor of the proposed legislation.

STATEMENT OF HON. CHARLES E. WINTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WYOMING

Mr. WINTER. Mr. Chairman and gentlemen of the committee; I am naturally interested in the marking of this old trail, as a Representative from the State of Wyoming, which I believe is traversed for something like 450 or 500 miles by this old trail.

I have already transmitted to the chairman of the committee the resolutions adopted by the Casper Chamber of Commerce. That is one of the towns on the route, situated near the central part of Wyoming. That resolution, I think, voices the sentiments of all the other towns situated on the trail.

The Casper Chamber of Commerce has a particularly aggressive and interested committee, which, independent of this proposed legislation, has been interested in the trail and in its marking.

And aside from that, the State of Wyoming, both through legislative action and by the organization of historical societies, has already engaged in this work of the marking of this trail. I mention these things to show the universal interest in our State in the preservation of the trail.

I am not here for the purpose of asking an amendment to this bill or to change the bill. But I consider it part of my duty to submit at this time a senate joint resolution introduced by State Senator P. W. Jenkins in the Wyoming Legislature, in which they indorsed generally this proposition. But in the view of the drafter of this particular resolution before the Wyoming Legislature, it changes somewhat the route through a part of Wyoming. For instance, instead of running through from Alcova, through Muddy Gap, Eden, and Granger, they seem to prefer and name in their resolution,

Independence Rock, South Pass, Marbleton, Snyder Basin, and Star Valley, by way of the "Lander Cut-off," which they assert in this resolution is the most direct and practical route. Of course that is a matter of opinion, as to which of the roads taken in the various parts of the State shall be adhered to and called the permanent trail.

I have had letters and communications from people in our State, and they all seem to be very much interested in this proposed legislation. I have had no communications objecting to it; and the resolution which I have presented is the only one which departs from or suggests a departure from the wording of the bill as you have it.

It is unnecessary for me to speak further, as I imagine others will desire to be heard.

Mr. WARD. I understand from your statement that you simply want to name the trail and make it permanent and authorize it by law—to give it a "local habitation and a name," fixed and permanent?

Mr. WINTER. That is the idea. Some of our people have the idea that there is connected with this proposed legislation the actual building of a highway along this trail; that is not the case.

Mr. WARD. Well, is there any disputation about it making it necessary to bring the matter up before Congress?

Mr. WINTER. No.

Mr. WARD. I say, is there any disputation about it—as to different traditions about it?

Mr. WINTER. No.

Mr. WARD. Well, why is it not as well fixed in tradition as it would be in law if this legislation was enacted? Why is it not a sacred precinct in the memory of man handed down from generation to generation, so as not to require the passage of a statute to commemorate it? I am not criticizing the resolution; but why is that not the case? For example, why should I need a statute to enable me to know where the various Indian tribes were in my native State? So that I ask, simply for information, just why this should be necessary?

Mr. WINTER. One reason that I can see would be that which is disclosed by this resolution here [indicating], showing where there is a difference of opinion as to which is the real original permanent trail.

Mr. WARD. That is what I expected.

Mr. WINTER. Apparently there is a difference of opinion. You will no doubt understand that my view of the matter is that, as the trail was used more and more, they came to use cut-offs to make the trail shorter; they discovered new ways that might be taken; probably they were all used.

Mr. SMITH. Well, authentic history is more reliable than tradition when you go to determine where the location is.

Mr. WARD. Well, when there is no authentic history you have to rely on tradition.

Mr. WINTER. Yes; there is no doubt that in time tradition becomes dim; and disputes will continue to arise and become more marked as to what was the trail. The taking up of homesteads, the building of towns, and the necessary changing of grades and roads will gradually obliterate the trail, and finally we will have nothing but dis-

cussion and difference of opinion, instead of having a well defined, known route as the old Oregon Trail.

That is all I have to say, Mr. Chairman. I would like to have this resolution of the Wyoming Legislature inserted in the record.

The CHAIRMAN. Very well.

(The resolution referred to is as follows:)

SENATE JOINT RESOLUTION SUPPORTING HOUSE JOINT RESOLUTION 328, OF THE SIXTY-EIGHTH CONGRESS, SECOND SESSION, RELATING TO MAKING THE OREGON TRAIL A FEDERAL-AID HIGHWAY

Whereas the old Oregon Trail, which originated at Missouri River points and traverses one-half of the continent and was the route over which the "great migration," the covered wagons, and ox teams went in 1843 and saved the Oregon country to the United States, and over which for many years the home seekers and empire builders went in great numbers and made a great producing territory out of what was formerly a wilderness; and

Whereas the Oregon country at that time consisted of all that territory between the summit of the Rocky Mountains and the shores of the Pacific Ocean, and between California and the Canadian borders, and was held under a joint sovereignty of England and the United States, and whose fate for all time was settled by the migration of 1843, when approximately 1,000 American men and women faced the perils of the desert and the wilderness to carve out new homes in the Oregon country and make it American territory; and

Whereas thousands perished on the way and were buried in shallow graves on the old trail; and

Whereas the United States has set aside as national monuments many battle fields and other historic spots in this country; and

Whereas the old Oregon Trail was more than a battle field and offered a greater challenge to courage, for along its dusty course of 2,000 miles, American citizens daily faced death without the panoply of war, the beating of drums, or the flying of flags, and saved a vast empire to the United States; and

Whereas this service has long been neglected and the youth of our land have not learned of the heroic self-sacrifice of those intrepid pioneers who did so much for America; and

Whereas in order that this the "world's most historic highway" may be perpetuated in history and its traditions be kept alive for all time, and in order to show to the world that the American people are not unmindful of the sacrifices of our citizens and do recognize valorous deeds; and

Whereas this highway would be the correct, economic one to Wyoming in that it would provide for the flow of travel through the central section of the State capping the fertile regions of the Sweetwater, the Green River, and the Star Valley, and it will afford a means of travel through areas not traversed by railroads: Now, therefore, be it

Resolved: SECTION 1. That we indorse the object of House Joint Resolution No. 328 of the Sixty-eighth Congress and respectfully urge that this historic road be designated "The Old Oregon Trail Highway."

SEC. 2. That the same pass in Wyoming through Torrington, Fort Laramie, Douglas, Casper, Alcova, Independence Rock, South Pass, Marbleton, Snyder Basin, and Star Valley by way of the "Lander Cut-off," the most direct and practical route.

SEC. 3. That copies of this resolution be sent to the congressional delegations from Kansas, Nebraska, Wyoming, Idaho, Oregon and Washington.

The CHAIRMAN. Are there any others who desire to say anything in favor of this legislation?

STATEMENT OF HON. WILLIS G. SEARS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA

Mr. SEARS of Nebraska. I would like to say a few words, Mr. Chairman; but I have not much time and I would not say anything except for the gentleman's inquiry.

This question has a wider significance, and a broader meaning among the people along the trail than outside people might think.

The movement or emigration started in Missouri, and went up, as I recall, to Fort Kearney, and shortly afterwards there was another trail for the northern people from Omaha; the two roads met at Kearney.

This old trail marker from Oregon—what was his name?

Mr. SMITH. Ezra Meeker.

Mr. SEARS of Nebraska. Ezra Meeker, when he started this trail marking 20 years ago, I remember very well that he came to us seeking for help to mark that trail; and he was not received at first with as much seriousness and consideration as the trail has obtained since; there were a good many good-natured jokes.

But pretty soon the older people commenced talking about it, and villages and towns began taking it up, and the women's clubs became interested in it. A good many places have been marked along there now. Near Omaha there is a tremendous big boulder that marks the Omaha passageway; and there are some others west of that.

And I think that the sentiment clear along the route is in favor of marking where the people in that migration toiled their way across the country—I think there is quite a widespread impression that action should be taken that will establish that permanently and historically as showing the early life of the people out there; I rather think that that is true.

I know that is true of the people in Omaha, and I think the feeling is the same all along the trail; because after all there is not much difference in people; you stick a pin in one person, and it hurts; and it is just the same if you stick a pin in another person. I think that sentiment goes clear out from the Missouri River where these trails led from, to Oregon. I think this proposed legislation would dignify and make permanent that geographic line, and that sentiment would concentrate itself along the line of the trail. I certainly hope that the resolution will be passed.

Mr. MANLOVE. Perhaps this question has been asked before, Mr. Chairman; but I would like to know what, if any, precedent we have had for naming any trail heretofore? Has it ever been done?

The CHAIRMAN. No congressional legislation has ever been passed on the subject so far as I know.

Are there any others who wish to offer anything in favor of the passage of the resolutions?

STATEMENT OF HON. ELTON WATKINS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. WATKINS. Mr. Chairman and gentlemen of the committee, I want to submit some observations in behalf of this resolution.

Let me say that there is a great deal of history connected with this trail. You will remember that Thomas Jefferson visioned the value and the virtue of the great Northwest; he was the first man in America to see its value and importance; and he dispatched the Lewis and Clark expedition to explore that territory; some time in 1805 that expedition arrived at the mouth of the Columbia.

Mr. HUDSPETH. May I ask a question, Mr. Watkins? The question was propounded to some gentleman in a former hearing that we had as to whether Lewis and Clark traveled over this same

trail; and the gentleman said that he did not think they did. Can you give us any information in regard to that?

Mr. WATKINS. Well, no; I do not suppose any particular man traveled in the footsteps of any other particular man, because of the mileage that the different ones traveled. But the trail that those people blazed from 1801 right on down until that great Northwest was won for America was over the same general direction. We have a highway now through that territory that we want this Congress to honor—we want Congress to honor itself by doing honor to those fellows who did save the Northwest for this country. Now, whether Lewis and Clark went over the same road exactly I can not say, but presume not.

Mr. HUDSPETH. If they traveled over that trail it would give additional historical interest to the trail. But no one seems to know whether they did or not.

Mr. SMITH. If you will excuse me for interrupting, I wish to say the Lewis and Clark expedition went up the Missouri River and on to the coast considerably north of the Oregon Trail.

Mr. WINTER. They did not go over this trail.

Mr. HUDSPETH. They did not go over this trail?

Mr. WINTER. No; only a part of it.

Mr. WATKINS. They did land at the Columbia River in 1805. Prior to which time that river was known as the Oregon. It was the "great river of the West." It was renamed by an American captain in 1792 the "Columbia"—I believe it was named after his boat.

Immediately after Lewis and Clark had explored and surveyed the country and made their report, much interest was manifested in this northwest empire; two expeditions were sent out to that country in 1810, one going by water and the other by land. The one going by water landed about 1811; they founded and built Fort Astoria and hoisted the Stars and Stripes. They preceded the British by three months.

The other expedition was led by Capt. William P. Hunt, who left St. Louis in 1810 and traveled overland. He blazed the original Oregon Trail and landed in Astoria in 1812.

Then came the war of 1812, and through treachery Astoria was surrendered to the British. And for several years after that this territory was held under the joint sovereignty of England and the United States.

In 1843, at Champoege, in the present State of Oregon, a band of about 100 men, pioneers of that country, held a meeting to determine whether to erect a provisional government. They were to decide whether to live under the American or the British flag. Due to Yankee shrewdness and the perseverance and spirit of the Americans, it was decided by a vote of 52 to 50 to be under the American flag, and by virtue of that action this great empire became American territory.

Shortly before that, Dr. Marcus Whitman came back from that land to Washington, D. C., to get Congress to recognize that country and make it a part of the Union. He expounded the virtues of that territory everywhere. In 1843, the same year in which we won that empire by a vote of 52 to 50, 1,000 pioneers started west from the Missouri River to go to the Oregon country. That was in 1843, and was the first great movement west, so far as this trail is concerned.

It antedates all other movements. They traveled in the general direction of the proposed road and settled in the Oregon country in what is now the States of Washington, Oregon, Idaho, and parts of Wyoming and Montana.

There are two great outstanding trails in this country. One is the Santa Fe and the other is the Oregon Trail; the Oregon Trail is the most important because of its political significance. If it had not been for the Oregon Trail those pioneers of the Oregon country and the foresight and vision of Thomas Jefferson, we would not have had that great northwest territory of more than 800,000 square miles.

The sentiment of the people of the whole Northwest is unanimous for this measure, as expressed in their legislatures, their civic organizations, their chambers of commerce, and in their individual capacities. They all want this trail established and recognized, because of the historical significance which can not be taken away. You could name it the "Lincoln Highway" or you could name it anything else; but you can not take away the fact that this is the Oregon Trail over which passed the pioneers who saved that great territory for this Nation.

We want this Congress to recognize the service that those men and women rendered to this country and to civilization. Whether you do it or whether you do not, the service will be there and the highway will remain forever.

Those pioneers overcame all dangers; they fought the Indians; their women and their children lay out at night without a fire in order to escape the Indian and his tomahawk. Those warriors pierced the wilderness; they crossed that vast stretch of country under great hardships, and we want our children and our children's children to have an interest in the history of that territory and to know more about the wonderful men and women who vouchsafed it to the American people.

This Congress can do much to bring that about by naming this highway the "Old Oregon Trail," thereby encouraging the people traveling over it in the future to inquire and investigate the history of the men and women who saved that part of our country for America.

The least this Congress can do is to give it the name, which it already bears in the hearts of our people. I would like to be the chairman of the committee that would have the honor to report a bill of this kind; I would like to be a member of the committee that would do honor to those pioneers. I would like to be a Member of the Congress that would name this trail. It was the last great migration of the people of the world. No movement within the chronicles of the human race can equal or compare with this movement in the number of miles traveled by people having a common purpose. They went out there to build homes; they went out there to build an empire. And along that highway are buried the bodies of babies and of mothers and fathers—of people who were the pioneers of that great country.

The "great" migration occurred in 1852 and 1853; and because at that time thousands and thousands of people went to Oregon, some people have confused that occasion as being the time when the Oregon Trail was blazed. But the original thousand who traveled in the ox team and the "covered wagon," upon which that great play has been built, went out there in 1843. But because of the great number

that traveled in 1852, many people have the dates mixed, and think that the people of the Northwest blazed the Oregon Trail in 1852; whereas, as a matter of fact, they blazed the Oregon Trail in 1843, preceded by Doctor Whitman and his people in 1836.

Mr. WARD. Will you allow me to ask you a question? In laying out section 2 of the resolution (H. J. Res. 232), I presume, of course, as the whole territory is represented by Senators and Congressmen, you are not offending the people of adjacent or neighboring towns, that might claim that the trail lies a little differently from the way you have it in this resolution?

Mr. WATKINS. Now, that did occur in Oregon. You know, Congressman, that with thousands of people going through a wilderness, some would go in this valley, and some would go in that valley; some would go on this side of the river, and some on that side of the river.

Mr. WARD. Yes. Just this one question, and I will not bother you any more: I am not critical of what you have done; but in section 2 the language is "that the road herein designated as the old Oregon Trail shall follow"; and going down to line 9, on page 3, it says, "and shall extend." Now, it just occurs to me that, if that trail is there, the language of this resolution, instead of saying "shall follow" and "shall extend" would read simply that the trail "does extend," or "is recognized as extending." You are not making anything, you know. Now, I am not trying to find any special fault; but if I was marking out something that already existed, instead of saying it "shall be," I would say "it is."

Mr. WATKINS. Well, you understand that the highway through many of the States has already been established. This resolution does not involve the expenditure of any money and I believe it should remain as it is.

Mr. WARD. I know that.

Mr. WATKINS. The legislatures of the States have acted. The people have placed stone monuments along the road. We simply want Congress to honor that road that is already known by this name.

Mr. WARD. You think that language is all right?

Mr. WATKINS. I think this language is all right. The bill follows the trail as closely as economic and topographic conditions will warrant or permit. We do not want, for example, to cross a river just where they crossed it by a ford. But in the bill it is not so important to designate this particular point or that particular point as it is to designate this particular highway that goes to the west—the old Oregon Trail—in honor of those pioneers who blazed the trail and saved that great territory to the American Nation—in the hope that it will induce our children to read more of American history and to become enthusiastic students of the lives of those great pioneers, and to have a desire to follow in their footsteps—instead of being "flappers" and "sissies," as are growing up to-day.

Mr. ROBSION. Will the gentleman permit a question?

Mr. WATKINS. Yes; Mr. Robsion.

Mr. ROBSION. I notice from the resolution that it provides that the trail shall pass through Kansas City, and then on to Olympia, in the State of Washington, through a great many towns. Is there now a

public highway or roadway extending along the route named in the bill?

Mr. WATKINS. Yes; I think the roadway in Oregon and Idaho is, for 1,100 miles, all paved along the route named in the bill.

Mr. ROBSION. This bill does not contemplate leaving the present highways that have been built?

Mr. WATKINS. No; not through my State nor any other State that I know of. And it does not contemplate the expenditure of any money at all. And I understand that the State of Nebraska has even placed markers on it. This bill does not contemplate leaving the present highway at all, that I am aware of. I do not say that I have been over every foot of the road; but I have been over most of it; and while I can not answer your question as to every foot of the road, I can say in general that the bill does not contemplate that.

I believe, Mr. Chairman, that is all.

Mr. HUDSPETH. Mr. Watkins, may I ask you a question?

Mr. WATKINS. Yes.

Mr. HUDSPETH. Does this proposed legislation wipe out the name of any well-established route heretofore established?

Mr. WATKINS. The Oregon Trail was the first one that went west.

Mr. HUDSPETH. Yes; I understand.

Mr. WATKINS. It was the "great migration." Its political and social significance outweighs that of all other movements in America; and although other movements may parallel it and run along part of this route, nevertheless those pioneers who blazed this trail saved an empire, and they are the ones who should be honored. I do not say this in derogation of any other movement—because the Santa Fe Trail, for instance, went to the Southwest. The Oregon Trail is the northwest trail.

Mr. HUDSPETH. I do not know whether I made myself clear or not. Suppose there is a Santa Fe Trail that runs over part of this route?

Mr. WATKINS. They did go together for 40 miles.

Mr. HUDSPETH. How about the Lincoln Highway? Would that wipe out this trail?

Mr. WATKINS. The Santa Fe Trail goes to the Southwest; this trail goes the Northwest.

Mr. HUDSPETH. I did not know just where they went. Well I was asking you if it would wipe out the Lincoln Highway? That was my question.

Mr. WATKINS. This covers in part, I think, the Lincoln Highway.

Mr. SIMMONS. I will take that question up when I speak for Nebraska.

The CHAIRMAN. Is there any other person who desires to say anything further in favor of the proposed legislation?

Mr. STRONG. I do, Mr. Chairman.

The CHAIRMAN. Congressman Strong, will you please give your name for the record?

STATEMENT OF HON. JAMES G. STRONG, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS

Mr. STRONG. James G. Strong. I would like to say a few words.

Mr. Chairman, the old Oregon Trail goes through my district. One of the towns mentioned in the bill is Frankfort, which is within 14 miles of my home. Our people out there are very much interested in favor of passage of the bill. These old trails are the landmarks that mark the advancement of civilization that made our country an empire.

We have the same interest that all people have in historic points in the development of their country. The people of the East marked the great battlefields and other points in memory of the old Americans that were the outstanding figures that made for the building of this Nation. And our people regard these old trails with the same reverence; and they would like to have them marked and perpetuated. And it seems to me that this is one of the things that the Government could well do; and my people have asked me to come before you and urge that this bill be reported and passed, in the interest of marking and perpetuating the name of the old Oregon Trail.

That is all I care to say, Mr. Chairman.

Mr. MANLOVE. May I ask the gentleman this question? There seems to be a question as to just what the Oregon Trail is in this part of Kansas and Missouri [indicating on the map]. I do not know whether that takes in your district or not; I hardly think it does. One prong of this Oregon Trail seems to start at Kansas City, and the other at about St. Joseph; and the folklore of Missouri and Kansas is that it started at Liberty, Mo.

Mr. WARD. That is the point I was trying to bring out.

Mr. MANLOVE. Which one of those was it that passed through any towns in your district—what part of what you call the Oregon Trail?

Mr. STRONG. The part that passed through my district is after the junction of those two arms that you speak of; it went right through there [indicating on map on wall], through Frankfort, Kans., and on up into Nebraska.

Mr. WARD. Well, is there any conflict of opinion or any clash of authority as to where this trail ran?

Mr. STRONG. I do not think there is any in my district, because it is well defined out there and they know where it was and is.

Mr. WARD. I am interested mainly in that point, as to whether there is any conflict.

Mr. STRONG. I can not give you any information as to any direction the trail may have taken outside of my district. There is no dispute in my district.

Mr. MANLOVE. The gentleman says he believes there should be some congressional action that will establish and forever commemorate this trail; and that idea is a good one. Now, the question arises in my mind as to whether or not we should commemorate or establish by congressional action of some kind where the old National Road was, leading from the East to the West in the early days.

Mr. STRONG. Well, I do not know to just what you refer by the name old "National Road."

Mr. MANLOVE. There was just one old National Road for which money was appropriated by Congress, and which was the highway from the East to the West. It led right out, as I understand it, from Washington or Baltimore, through the Blue Ridge Mountains, and out through Indiana and Illinois.

Mr. STRONG. It seems to me that it would be money very well spent to mark these old trails that the pioneers used, loading their families and their belongings into ox carts and pulling out into the unknown country for the purpose of building up this Nation. I do not know of any better use for money, if you are going to mark historical spots, than to mark these old trails. I can not see why there should be any objection offered to it.

Mr. HUDSPETH. Let me ask you this question: There is another very historical trail, which has been shown in motion-picture plays that linked the North and South together—the old Chisholm Trail. The first herd of cattle that was ever driven out in that section of country was driven from Austin, Tex., to Abilene, Kans.—which is probably in your district?

Mr. STRONG. That is in my district.

Mr. HUDSPETH. A market was established there for Texas cattle; and that road linked the two sections together, the North and the South, in 1836. Would you be in favor of marking that trail?

Mr. STRONG. If there is a demand for it, I would be. I can not see any objection to perpetuating these old memories of landmarks and trails on which men and women went out and endured sacrifice, and devoted their lives, which resulted in opening up a great country for the people of this Nation. I can not see why there should be any objection to that. Of course, there may be some propositions advanced that are hardly justifiable. But where men have blazed a way for a new nation, and have gone out and developed a great country, and have blazed a trail over which men took their families and carried civilization westward—it does seem to me that it is money well spent to perpetuate those trails.

Mr. MANLOVE. I do not want the gentleman to misunderstand me, or to think that I was finding any fault with his enthusiasm or his views at all; but I was just wondering how far he would have us extend the matter.

Mr. STRONG. I would have you extend it as far as there was any justification for it—all over this country. You can hardly turn around in this city without seeing a tablet or memorial commemorating to future generations some historic spot. I think those are all very fine. But the only things we have out there are the trails of the pioneers who built up the country. And it seems to me that those should be perpetuated in the memory of the Nation.

Mr. SIMMONS. We would like to know where they are first.

Mr. STRONG. Yes, I understand that; but I know that this committee will arrive at a just decision in that matter.

The CHAIRMAN. Are there any others who desire to be heard on the measure?

Mr. GARBER. I would like to ask this question: I observe that the bill provides for designation of the routes; but it makes or recommends no appropriation. Is there any limit upon the amount to be expended to designate the route in any of the general laws applicable to this matter? I ask that for information.

Mr. SMITH. I will answer your inquiry, Mr. Garber: The bill does not authorize any appropriation and does not contemplate any appropriation.

Mr. GARBER. There is no subsequent appropriation contemplated?

Mr. SMITH. No. The assumption is that this highway will be marked by the State highway departments of the States that the route goes through.

The CHAIRMAN. Are there any others who desire to speak in favor of the resolution?

STATEMENT OF HON. ADDISON T. SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IDAHO

Mr. SMITH. I would like to occupy a few minutes, Mr. Chairman.

I have in my hand a letter written to me on the 2d day of February, from Hon. Henry H. Gilfry, who for 45 years, and until his death last Saturday, was an officer of the United States Senate. He crossed over this trail when he was 11 years old; and he has written me this letter, which I would like to have the privilege of reading it at this time.

The CHAIRMAN. If there is no objection, you may read it, Mr. Smith.

Mr. SMITH. Mr. Gilfry died last Saturday at the age of 81 years. He said:

UNITED STATES SENATE,
Washington, D. C., February 2, 1925.

HON. ADDISON T. SMITH,
House of Representatives.

MY DEAR MR. SMITH: Your favor of the 28th ultimo is received, inclosing me a copy of House Joint Resolution 328, "To provide for designating the route of the old Oregon Trail," with request that I make a statement urging its passage, which I do with great pleasure, and hope for its enactment into law at this session of Congress.

In 1852, when a boy, and I have many vivid memories of the journey from Bladingsville, Ill., some 25 miles east of the Mississippi River, with my father, mother, and two brothers, in a covered wagon drawn by four yoke of oxen and a yoke of cows, we started on the 2,500 mile journey to the upper part of the Willamette Valley, in the "Oregon country," now a part of the State of Oregon. My mother's father, mother, three brothers, and four sisters preceded us to that then unknown "land of the West." Her father was six years in advance of us, and her mother, brothers, and sisters four years. They wrote back the best road to take to reach that "promised land" founded on their experience, and we did the best we could to appreciate the information, and followed it where we could.

We went direct from Bladingsville, Ill., to Independence, Mo., where we were to cross the Missouri River. The city was so full of wagons and trains and people using all their energies to get over the river to go to Oregon and Washington that we were told it would be, at least, one week before "our turn would come." We concluded to go on up the river to a crossing opposite Plattsmouth, where we crossed with little delay and traveled up to the south side of Platte River to a point some 15 miles above old Fort Kearney, where we forded the river at a place where it was 2 miles wide.

We then went up the north bank of the Platte until we came to Fort Laramie, not then "old," where our train stopped and camped one day, as the ladies of the train said "to wash up." My information was that fully 900 wagons passed us that day on their western journey.

I have checked on the joint resolution with a blue pencil the points through which we passed, or where the cities and towns now stand.

After leaving Fort Laramie we traveled over the "Black Hills," now in Wyoming, to Sweet Water River, and Old Independence Rock on that stream,

in a northwesterly direction, going by Soda Springs, and out of one of them I had a good drink of "soda water"; then on west on a line about where Pocatello, Idaho, now is on down to the American Falls in Snake River. We followed down the south bank of the Snake to the mouth of the Owybee River, and where Ontario now is on the eastern boundary of Oregon. On account of the danger in crossing the Snake, we did not go over to Fort Hall, after leaving the American Falls, as many emigrants did, but found it a dangerous river to ford.

We went through the country containing the present sites of Huntington, Baker, and old La Grande, where we started over the Blue Mountains, coming down on to the Umatilla River. We did not go down to the Columbia River, but turned westward, going down Rock Creek, as I remember the name, to John Days River, which we crossed; then went over the high plateau toward the Deschutes River, coming to the Columbia River a few miles above the Deschutes which we forded with our wagon bed propped up to near the top of the standards, as we had to do when we crossed the Platte.

After crossing the Deschutes, we left the Columbia River and followed the old road to Tygh Valley and over the Cascade Mountains some 5 miles south of Mount Hood along the old "Barlow" road down into the Willamette Valley, and then followed it up south to its head some 120 miles, where we located on a land claim under the "Oregon donation land law." All the roads we traveled were called the "Emigrant Road," or the "Old Emigrant Road."

Congress can do no more worthy object than by passing this joint resolution, and the pioneers of Oregon and Washington now living, and their descendants, will bless you for your worthy acts.

Sincerely yours,

HENRY H. GILFRY.

Mr. SMITH. I also wish to submit the following telegrams which I have received in support of the measure.

POCATELLO, IDAHO, *January 27, 1925.*

Congressman ADDISON T. SMITH,
Washington, D. C.:

Chamber of Commerce, Rotary, and Kiwanis have wired chairman roads committee urging favorable action on your old Oregon Trail bill.

J. A. HARADER, *Secretary.*

TWIN FALLS, IDAHO, *January 27, 1925.*

Hon. ADDISON T. SMITH,
Member of Congress, Washington, D. C.:

Twin Falls Kiwanis Club at weekly meeting to-day unanimously approved bill pending in Congress to make old Oregon Trail national highway and provide trailers for same. We urge you very strongly to do all in your power to promote the passage of this bill and to impress upon you the supreme importance of favorable action to southern Idaho.

GEO. H. CALDWELL, *Secretary Kiwanis Club.*

TWIN FALLS, IDAHO, *January 27, 1925.*

Hon. ADDISON T. SMITH,
Member of Congress, Washington, D. C.:

Please let us again urge your support of H. R. 232, that it may pass at this session. Designation of old Oregon Trail as a national highway means much to all of southern Idaho.

CHAMBER OF COMMERCE,
T. J. LLOYD,
Chairman State Relations Bureau.

LA GRANDE, OREG., *January 26, 1925.*

ADDISON SMITH,
Member of Congress, Washington, D. C.:

Stay with the guns until all essentials of the Oregon Trail bill are provided for. Congratulations for your successful fight thus far.

UNION COUNTY CHAMBER OF COMMERCE,
EARL C. REYNOLDS, *Secretary.*

PENDLETON, OREG., *January 27, 1925.*

ADDISON T. SMITH,
House Office Building, Washington, D. C.:

Pendleton Commercial Association is in hearty accord with your bill designating old Oregon Trail as national highway. It is of the utmost importance to the Pacific Northwest, and we feel that your colleagues should recognize this fact. Historically, it is responsible for the building of an empire, and Federal recognition of this fact is due the descendants of those early pioneers who made possible the settlement and development of the Oregon Country.

GEORGE C. BAER,
Secretary Pendleton Commercial Association.

WALLA WALLA, WASH., *January 26, 1925.*

ADDISON T. SMITH,
Representative, Washington, D. C.:

Walla Walla Chamber of Commerce directors urge active support of Oregon Trail bill. We believe distinct asset to all communities of Pacific Northwest, regardless of whether Trail branch passes through to Puget Sound. We hope this may eventually be done, but should not stand in way of passage at this time.

WALLA WALLA CHAMBER OF COMMERCE.

Mr. WARD. This bill follows his line or route, does it?

Mr. SMITH. Of course, he mentioned only a few places; as far as he mentioned the places, it does.

Mr. WARD. He had read the bill?

Mr. SMITH. He had read the bill, yes; and asked for the passage of it.

The CHAIRMAN. I want to suggest to Mr. Leatherwood that he may arrange the order of hearing those opposing the bill.

Mr. LEATHERWOOD. I am very glad to yield to any gentleman who desires to speak first.

Mr. GARBER. May I suggest a question, Mr. Chairman, that naturally occurs upon an examination of this bill? A reading of the second section would convey the impression that the route should only conform to economic and topographic conditions, the language being:

That the road herein designated as the old Oregon Trail shall follow, as closely as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to the Oregon country over said trail.

Now, here comes the mandatory part of it:

And shall extend through—

The places named in the bill.

So that, in the presentation of this matter, I would like to have these gentlemen assure the committee that these places are, in fact, on the old Oregon Trail.

Mr. SMITH. Well, I will say, if I am permitted to do so——

The CHAIRMAN. Yes.

Mr. SMITH (continuing). That this resolution was prepared partly by the Bureau of Roads, and partly by the president of the old Oregon Trail Association, who has been at work for the last four or five years attempting, through the reading of histories, and through visiting various people who live in those sections, to determine as definitely as possible just where these emigrants passed. And it is believed that this is as nearly accurate as it can be made.

The CHAIRMAN. Did the department here prepare this legislation?

Mr. SMITH. The original resolution, as I recall, came to me after Mr. McDonald, Chief of the Bureau of Public Roads, had been consulted, and the resolution as at present drawn was submitted to him. And it is not surprising that there may be some different views in regard to the route traversed by the emigrants. Probably some of them went one side of a mountain or river, and some on the other side.

But this bill has not been hastily drawn, and it is believed to be as nearly accurate from a historical standpoint as is possible. Mr. Meacham, the gentleman who submitted the matter to me, is the president of the Old Oregon Trail Association, and in response to my inquiry gave me a list of the histories of the West which he had studied on this subject. We feel confident that the location of the trail as mentioned in this resolution is as nearly accurate from a historic standpoint as it can be made.

Mr. GARBER. Well, I assume that the question of accuracy is the only question of interest and that is in controversy here. Everybody seems to be in favor of the designation, but anxious that it shall be determined correctly.

Mr. SMITH. Some one this morning—I think it was Mr. Manlove—spoke about the old National Pike, which leads from Baltimore, Md., to St. Louis, Mo. That is an old historic highway, as this one is, and as the old Santa Fe Trail is. But a great many of these highways, like the Lincoln Highway and the Lee Highway, have been arbitrarily named and not on account of any historic interest attached to the cities and towns thereon. But we want this great highway to be as nearly as possible historically accurate. And for that reason we feel that this legislation should receive favorable consideration.

Mr. SEARS. Who put the markers on the old Lincoln Highway? That was before the automobile association was formed.

Mr. SMITH. I think that was done by the automobile association.

Mr. SIMMONS. An association known as the "Lincoln Highway Association" did that, getting the money by subscriptions.

Mr. SEARS. I was wondering how those markers got there, and how the name of Lincoln became attached to the highway; and if we passed this legislation, would not the same pressure be brought to bear upon us to recognize the other highway?

Mr. SMITH. It seems to be a well-established route.

Mr. SEARS. I have driven over that highway, and found those markers very interesting. But they were certainly not put there by the Government; and they show that they were put there many years ago.

Mr. SMITH. I might also say that Mr. Ezra Meeker, who passed over this trail in 1852, and has made two or three return trips since, was also consulted. About 10 years ago he traveled with an ox team from Portland, Oreg., to Independence, Mo., and thence on to New York City, and erected at his own expense stone monuments marking the trail at various places. I have seen the one he put up at Boise, Idaho, and there are others in other parts of that State.

Mr. WINTER. He also erected monuments along the trail in my State.

Mr. MANLOVE. I think I can answer Mr. Sears, to a certain extent, along the line of his question. There are a great many highway associations that blossom up under different names, like the Lincoln

Highway Association and the Lee Highway Association, and the Ozark Trail Association, and the Jefferson Highway Association. Down in Missouri the Jefferson Highway and the Ozark Trail are the two chief highways; and their lines are designated, and the markings are put up by those associations which were formed for the purpose of establishing those roads.

Originally, there was an Ozark Trail that came down through southwestern Missouri, through Sedalia, Mo., to Springfield, and another to Joplin; and the road went through Oklahoma and clear down to southern Texas. That was known as the Ozark Trail; and some portions of it were known as the "old Wire Road"; the first telephone wire in that country ran along that road. There were busses that regularly traveled that trail.

Later on, in order to commemorate that, some patriotic old timers decided that they would reestablish and designate where that old trail was. So they began to try to do it; and they found that at certain places the road had been changed and that there were farms for miles and miles where that trail had been. So they finally decided that they would just establish it along the lines where the people of the towns would give them the most money to go through those towns, in the shape of donations toward keeping up the work of marking the trail and establishing the road. So that the old line I think has been entirely lost to their view; and these associations run the trail now wherever they can find the best roads and the best road conditions and the most money to be contributed to the associations.

Mr. HUDSPETH. Is it not a fact that most of these markers were placed there by various associations that bear the names of the highways?

Mr. MANLOVE. Yes.

Mr. HUDSPETH. And that the State or the Government had nothing to do with it?

Mr. MANLOVE. Nothing at all.

Mr. HUDSPETH. Some are historical and some are not. You take the old Spanish Trail that runs through my State, and that is historical.

Mr. MANLOVE. This Ozark Trail was a historic trail, and it might be reestablished; a commission might go to the trouble of establishing where it was; but at the present time they just run here and there, wherever they can get the most money.

Mr. SMITH. May I interrupt the gentleman to say that the statement he has just made is the best argument in favor of the passage of this resolution?

Mr. MANLOVE. I am not arguing for or against the resolution. I am just answering the question of the gentleman from Florida (Mr. Sears) as to where these highway names like the ones I mentioned—or the associations—come from.

Mr. SEARS. I thank the gentleman for his statement. I have been over the Lincoln Highway and the National Highway; and I have seen these old markers with inscriptions on them on either side of the road saying that certain events took place along there.

Mr. MANLOVE. Pardon me; but I think the old National Highway is firmly established by reason of the fact that it is the only highway that the Government ever fostered of any consequence; and at

one time you will remember that it was a political issue—at the time when you were in your cradle, or before even that historic period.

The CHAIRMAN. Gentlemen, I have received as chairman of the committee a number of letters and telegrams from associations, commercial clubs, and chambers of commerce favoring this legislation. If there is no objection I will submit these communications to the reporter and have them put in the record.

(There was no objection.)

(The communications referred to are as follows:)

BAKER, OREG., *February 12, 1925.*

CASSIUS C. DOWELL,

*Chairman Roads Committee, House of Representatives,
Washington, D. C.:*

The States through which the old Oregon Trail passes are very earnest in their hope that your committee will report favorably on old Oregon Trail bill and that it will pass this session of Congress. The old Oregon Trail is entitled to the recognition of Congress because of the great part it played in the winning of the Oregon country to the United States and as a tribute to the memory of those who blazed the way by ox team over 80 years ago and laid the foundations of the great West.

W. E. MEACHAM,
President Old Oregon Trail Association.

OLYMPIA, WASH., *January 27, 1925.*

CASSIUS C. DOWELL,

House of Representatives, Washington, D. C.:

We urge favorable action on the old Oregon Trail bill now before your Committee on Roads.

OLYMPIA (WASH.) CHAMBER OF COMMERCE.

OLYMPIA, WASH., *January 27, 1925.*

CASSIUS C. DOWELL,

House of Representatives, Washington, D. C.:

This club is interested in seeing favorable action on the old Oregon Trail bill now under consideration by your Roads Committee.

OLYMPIA KIWANIS CLUB.

PORTLAND, OREG., *January 27, 1925.*

HON. CASSIUS C. DOWELL,

Member of Congress, Washington, D. C.:

We urge action by Congress indorsing old Oregon Trail bill.

PORTLAND CHAMBER OF COMMERCE.

TWIN FALLS, IDAHO, *January 26, 1925.*

CHAIRMAN ROADS COMMITTEE,

Member of Congress, Washington, D. C.:

We solicit your support at this session of House bill 232, which designates old Oregon Trail as a national highway. Its adoption means much to all western tourists.

CHAMBER OF COMMERCE,
By T. J. LLOYD, *Chairman State Relations.*

TWIN FALLS, IDAHO, *January 27, 1925.*

CHAIRMAN ROADS COMMITTEE,
House of Representatives, Washington, D. C.:

Twin Falls Kiwanis Club, at weekly meeting to-day, unanimously approved bill pending in Congress to make old Oregon Trail national highway and provide trailers for same. We urge you very strongly to do all in your power to promote the passage of this bill and to impress upon you the supreme importance of favorable action to southern Idaho.

GEORGE H. CALDWELL,
Secretary Kiwanis Club.

LA GRANDE, OREG., *January 26, 1925.*

CHAIRMAN ROADS COMMITTEE,
House of Representatives, Washington, D. C.:

Pacific Northwest looking to you to support essentials of Oregon Trail bill. To destroy this bill is slight to pioneers whose bones and blood blazed it in crimson. Congressional recognition surely is not too much of monument to saviors of the Pacific Northwest.

UNION COUNTY CHAMBER OF COMMERCE,
EARL C. REYNOLDS, *Secretary.*

WALLA WALLA, WASH., *January 26, 1925.*

CHAIRMAN ROADS COMMITTEE,
House of Representatives, Washington, D. C.:

Walla Walla Chamber of Commerce directors urge active support of Oregon Trail bill. We believe distinct asset to all communities of Pacific Northwest regardless of whether trail branch passes through to Puget Sound. We hope this may eventually be done but should not stand in way of passage at this time.

WALLA WALLA CHAMBER OF COMMERCE.

SEASIDE, OREG., *January 26, 1925.*

CHAIRMAN HOUSE ROADS COMMITTEE,
Washington, D. C.:

Respectfully urge all possible support old Oregon Trail bill, now before your committee.

SEASIDE COMMERCIAL CLUB,
L. J. TALLINGER, *Secretary.*

POCATELLO, IDAHO, *January 27, 1925.*

CHAIRMAN ROADS COMMITTEE,
House of Representatives, Washington, D. C.:

We are greatly interested in passage of Congressman Smith's old Oregon Trail bill. It is America's historic highway and should be recognized as a national one. Strongly urge your committee to report it out favorably.

POCATELLO CHAMBER OF COMMERCE.
POCATELLO ROTARY CLUB.
POCATELLO KIWANIS CLUB.

PORTLAND, OREG., *January 27, 1925.*

Hon. CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

Portland Kiwanis Club urges special consideration of old Oregon Trail legislation. We feel that the struggles of the pioneers in blazing this transcontinental highway should be memorialized by the perpetuation of the name "Old Oregon Trail."

S. W. LAWRENCE, *President.*

PORTLAND, OREG., *January 27, 1925.*

CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

The 500 members of the Advertising Club of Portland have indorsed the old Oregon Trail movement, and during the past two years have spent not only considerable of their funds but also of their time and energy in promoting the old Oregon Trail as a memorial to the pioneers who traveled that route in the early days. We trust your committee will act favorably on the bill to make this old Oregon Trail a national highway.

ADVERTISING CLUB OF PORTLAND,
 By PAUL T. SHAW, *President.*

PORTLAND, OREG., *January 28, 1925.*

Hon. CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

The Progressive Business Men's Club, of Portland, composed of over 400 business and professional men, strongly urges the passage of the old Oregon Trail legislation at this session of Congress.

PROGRESSIVE BUSINESS MEN'S CLUB.

BURLEY, IDAHO, *January 29, 1925.*

CHAIRMAN ROADS COMMITTEE,
House of Representatives, Washington, D. C.:

We urge that favorable consideration be given McNary bill, designating old Oregon Trail as a national highway.

BURLEY COMMERCIAL CLUB.
 BURLEY ROTARY CLUB.

BAKER, OREG., *February 1, 1925.*

Hon. CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

The old Oregon Trail is the world's most historic highway, and recognition of it by Congress is a monument to the memory of the pioneers who blazed the way to the Oregon country and won it for the United States over 80 years ago. We respectfully urge that your committee report favorably on Congressman Smith's bill and urge its passage in the House.

BAKER COUNTY CHAMBER OF COMMERCE,
 JOS. STODDARD, *President.*

BAKER, OREG., *February 1, 1925.*

Hon. CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

Addison T. Smith's old Oregon Trail bill should receive favorable action at the hands of your committee and pass the House because of its historic connection with the winning of the Oregon country to the United States, and we urgently request that favorable action be taken at once.

BAKER KIWANIS CLUB,
 THOS. BAIRD, *Secretary.*

GRAND ISLAND, NEBR., *February 4, 1925.*

Hon. CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

The Chamber of Commerce, Grand Island, Nebr., wishes to indorse H. J. Res. 328, bill regarding the old Oregon Trail, and would respectfully ask your support of same.

CHAMBER OF COMMERCE.

KEARNEY, NEBR., *February 3, 1925.*

Hon. CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

Want your cooperation for passage of Addison T. Smith's old Oregon Trail bill. Thank you.

KEARNEY CHAMBER OF COMMERCE.

LINCOLN, NEBR., *February 12, 1925.*

CASSIUS C. DOWELL,
Chairman, Washington, D. C.:

The officers and directors of Detroit-Lincoln-Denver Highway Association desire that committee report favorably on Oregon Trail bill, that it pass Congress this session.

C. H. ROPER, *President.*

CHEYENNE, WYO., *February 17, 1925.*

Hon. CASSIUS DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

It is the understanding that the Committee on Roads of the House of Representatives has before it at this session a joint resolution, No. 328, providing that the Oregon Trail should be made a Federal highway. I urge its favorable consideration. The Oregon Trail constitutes a landmark in the settlement of the West. Around it cling the memories of the heroic deeds of the pioneers who saved this vast territory to our country. The preservation of this trail would be a fitting tribute to the memory of these pioneers, and would serve as a reminder to future generations of the fortitude and heroism of the men and women who first traversed this trail. The project, it seems to me, is in every sense a national one.

NELLIE TAYLOE ROSS, *Governor.*

SALEM, OREG., *February 12, 1925.*

CASSIUS C. DOWELL,
Chairman Roads Committee, House of Representatives,
Washington, D. C.:

It is my earnest hope that the old Oregon Trail bill may be passed at this session of Congress. May I bespeak for it your best endeavors?

WALTER M. PIERCE, *Governor.*

WASHINGTON, D. C., *February 5, 1925.*

Hon. C. C. DOWELL,
Chairman Committee on Roads, House of Representatives.

MY DEAR CHAIRMAN: I am herewith transmitting telegrams from the chamber of commerce, Casper, Wyo., and the Glenrock Community Club, Glenrock, Wyo., favoring H. J. Res. 328, by Addison T. Smith, of Idaho, to provide for designating the route of the old Oregon Trail. I would be pleased to be advised of the time of your next meeting, wherein this resolution will be considered.

I desire herewith to communicate my own indorsement of the resolution and my hope that it will be favorably reported.

Very truly yours,

CHARLES E. WINTER.

GLENROCK, WYO., *January 27, 1925.*

Hon. CHARLES E. WINTER,
House of Representatives, Washington, D. C.:

Glenrock Community Club, at regular meeting this day, passed resolution favoring bill for marking Oregon Trail and will appreciate your efforts to further passage of the bill.

JOHN D. DAWSON, *President.*
 R. R. GARDNER, *Secretary.*

CASPER, WYO., *January 27, 1925.*

C. E. WINTER,
Member of Congress, Washington D. C.

Full accord Oregon Trail bill sponsored by Congressman Smith. We disfavor any proposals to designate on modern Old Oregon Trail points that are not actually reasonably close to old trail as traveled in the fifties. Suggest you present our views to committee chairman now and follow committee meeting. Utah objections Wednesday if possible.

CASPER CHAMBER OF COMMERCE.

The CHAIRMAN. Now, if that is all who desire to speak in favor of the legislation, we will now hear those present who desire to be heard in opposition to it.

Mr. ALMON. Mr. Chairman, if it is the purpose of the committee to complete the hearing this morning we only have an hour left before 12 o'clock, and I suggest that the gentlemen might agree among themselves as to who will take such time as we can give to them.

Mr. HUDSPETH. Well, I might suggest to Mr. Almon and the other members of the committee that those who are favoring the bill were not limited as to time. I do not know whether an hour would be sufficient for the gentlemen who are opposed to it.

Mr. ALMON. I do not know whether it is the desire to complete the hearing to-day, but we only have one hour's time. That does not mean that they shall or shall not be limited; but if you want to complete the hearing to-day, we have only one hour left.

Mr. LEATHERWOOD. Mr. Chairman, I do not know how much time Mr. Simmons or Mr. Faust may want. For whatever it may be worth, I do have some material that I would like to put before the committee, and I would like to put it in as logically as I am able to do. I hope to be able to do it in a reasonable time, not to exceed 45 minutes.

The CHAIRMAN. Mr. Faust, how much time will you want?

Mr. FAUST. Five minues will be enough for me.

The CHAIRMAN. Would you prefer to be heard now, Mr. Faust?

Mr. FAUST. It does not make any difference.

Mr. HUDSPETH. Mr. Chairman, Judge Colton states that he would also like to be heard.

Mr. SIMMONS. Mr. Chairman, I have another committee meeting that I would like to go to, if it is convenient. The committee on veterans' affairs is reporting a bill to-day.

The CHAIRMAN. Mr. Leatherwood, you may proceed.

STATEMENT OF HON. E. O. LEATHERWOOD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF UTAH

Mr. LEATHERWOOD. My name is E. O. Leatherwood. I represent the second district of Utah.

Gentlemen, at the very outset I want to say that I shall not say anything here to-day that will detract from the heroism or from the great work that was done by the settlers that pushed into the great northwestern territory and there have built a great empire. There is glory enough in the study of the westward movement in this country for all trails, and for all movements, without one detracting from the other.

And I may say in the beginning that there is no more fascinating study connected with the history of this great Republic than the

westward movement. I think as I look back upon it the happiest days in my university work were those spent in the classroom of Dr. Frederick Jackson Turner, in his course of lectures upon the westward movement. Doctor Turner is now connected with Harvard University, and I believe is recognized as an international authority to-day upon the westward movement and the development of the West.

Neither is the history of the movement from the Missouri River to the Pacific different from the history of any other westward movement, so far as the trials, so far as the suffering, and so far as the hardships of the pioneer were concerned.

This movement, gentlemen, begins when Daniel Boone blazed the trail through the Cumberland Gap, and began to lead the overflow from the Atlantic States or colonies into Kentucky and southern Ohio. And along that trail and through that gap were written some of the most tragic pages in American history. My great grandfather Leatherwood joined a company that left Baltimore County, Md., near what is now the city of Baltimore, in 1806; and that company crossed the Alleghenies, perhaps, somewhere near what is now known as the great national pike; and more than half of the company were killed by the Indians and scalped in making that transit across the Allegheny Mountains into southern Ohio. They suffered just as the pioneer who pushed across the western plains suffered.

I have been greatly pleased, and I have been greatly interested and instructed, by what the gentlemen from the Northwestern States have said with reference to the historic features of this trail. I take pride in the history of the so-called Oregon Trail; and I only regret that I have not the ability to paint even a more glowing picture of what the men did who pushed off into that wild country than have the gentlemen who have preceded me. I come not to detract one bit from the history of that great western movement.

And it was a great western movement, gentlemen. In the history of movements of emigrants there is nothing in history that will show so long a trek of the rising tide of civilization and emigration as the movement from the various points along the Missouri River, from south of Kansas City to north of Omaha, toward the Pacific and the Pacific slope. Nothing even in the way of trails and roads across the steppes of Russia equals these trails—I say “these trails” because I hope to show you that there were several of them.

No surveyor blazed the way. Many of them for 2,000 miles stretched across sterile prairies, barren deserts, and forbidding mountains, all leading to the golden west.

Now, gentlemen, if you have studied the history of these movements, I want to call your attention to the fact that one of the errors I think that we are likely to fall into in considering the question is in thinking that there was one particular place or route or road or trail. At the very outset, if I may, I want to summarize, in a sort of general statement, a proposition for you to consider.

Early in the period when actual emigration started—and let me differentiate here for just a moment: All of the country of this great Republic west of the Allegheny Mountains was first visited by the trapper and the missionary. Practically all of the States up and down the Mississippi were first visited by the Jesuits and by the trappers; and following the trappers and the Jesuits and the mission-

aries of other denominations, there came then, or there began to filter through the first bands of those who were seeking to make a home and to stay. That is the history of emigration. Before there can be any immigration into any unknown land or unexplored land, practically speaking, there must be the forerunner, in the person of the trapper and the hunter and the missionary. And so that is what occurred on the Pacific slope. And it is that movement which dates away back prior to any emigration. I think in 1776 there is an authentic record that two Franciscan friars stood upon the shore of what is now Utah Lake, right in the heart of the Salt Lake Basin.

But when the movement started of those who were seeking to go and reclaim the land—not to go for the fur; not to go for ecclesiastical purposes, but to go for the purpose of staying and reclaiming the land and building a home—there was a great drift from this section of country in and about Kansas City, Mo., and on north to Omaha [indicating on map on the wall]. And it started, not along any one defined trail, because there were none. One of the greatest plains in the world, perhaps, extends from the Gulf of Mexico north to the Canadian line, 2,000 miles in length and 500 miles in width; and I may say practically all of it tillable and subject to the plow.

So they started, moving across this plain toward the Rocky Mountains; and they went along many routes.

If you will get the early history; if you will read Marcy on "The Prairie Traveler;" if you will read Inman and Cody on "The Great Salt Lake Trail;" if you will read Chittenden on "The history of the American Fur Trade of the Far West," you will find that they took various and devious routes.

Now, at that period of time, gentlemen, there were two possible places for this surging tide of emigration to cross the Rocky Mountains. One was south in New Mexico, practically along the route of the Santa Fe Railroad. The other was north, through Nebraska, Wyoming, and the South Pass country.

Historically, these many trails, scattered here over a stretch of country 200 miles in width, tended to converge as they approached the Rocky Mountains. Those trails began to converge as you reached western Nebraska, going toward what is now Old Fort Laramie, for the reason that the only place, with the equipment which they had at that time to cross the mountains, was through the South Pass country. That was the only rift in the mountains; and it was the logical place for the northern drift to go through—except the trapper and the missionary. If you will make a study of the maps over in the Congressional Library, you will find that the missionaries and the trappers scaled these mountains from the Canadian line southward at various places; and many of those trails are marked—that is, the old trapper and missionary trails.

But for the emigrant who was going to make a home, these trails tended to converge; and most of them did pass near or in the vicinity of Fort Laramie, in eastern Wyoming and down through the South Pass. After they had gone down through the South Pass, the earlier traffic tended to go down toward what is now Fort Bridger, in Wyoming.

And then a little later—I think it was about 1835—the Sublette Cut-off came into historical notice. Up until that time most of the westward movement found its way through South Pass to Fort

Bridger, and then either down toward the canyon of the Weber River, to a fort near where the town of Ogden now stands, upon the northern portion of Great Salt Lake; or they found their way around to Bear River in the vicinity of Evanston, following the Bear River down to the northern end of the lake, where they had a post for outfitting and repairing; and then they pushed on north into Idaho, in the vicinity of the location of old Fort Hall.

Mr. WINTER. Will you point out on the map the South Pass and the sublette cut-off to which you have referred?

Mr. LEATHERWOOD. Unfortunately, my eyesight is not good enough to indicate those on the map. I have some maps that I will refer to a little later that I think will be very illuminating upon that question.

So, I say the early emigrant found his way either through Weber Canyon, or by way of the Bear River, into the vicinity of what is now known as Great Salt Lake, and then pushed northward, striking the later route of emigration somewhere near what is now known as old Fort Hall. Old Fort Hall, as I understand it, was located near the where the Portneuf River empties into the Snake River. If I am in error, my good freind from Idaho will correct me.

Mr. HUDSPETH. What State is that?

Mr. LEATHERWOOD. Idaho. Then, for the information of my good friend from Idaho, historically I will get pretty close to the route he desires, because the general drift from old Fort Hall near the Portneuf River to the northwest was approximately along through the territory designated by these two measures, the Senate bill and the House resolution.

Now, another portion of this onward movement followed southward and drifted through the southwest, away down into California [indicating on map on the wall]. A few scattered bands traveled westerly through the State of Utah and westward into the State of California, particularly during the period of the gold fever.

Now, I want to remind my good friends from the Northwest that they have not got a historical monopoly on some of these names. If, gentlemen, we are going to be historically accurate, and we are going to designate that which is oldest in point of time historically, you will find that there are some other names that might be suggested for trails through this great tract of country, rather than the Oregon Trail.

I want to be perfectly frank, Mr. Chairman, with you and with the members of the committee. It is a little difficult to determine historically just when there was an Oregon Trail. My best information is—and I first discover it in history as being used along about 1851. Inman and Cody, in their most excellent work upon the Great Salt Lake Trail, make no reference whatever to the Oregon trail. Mr. Marcy, who was, I believe, at one time connected with the United States Army, makes no mention of the Oregon Trail, but does speak of the Cherokee Trail.

In other words, in the early history of the emigrant movement, from somewhere near Kansas City or Independence, Mo., there was a trail across in a general direction towards Cheyenne. And I think I am within the bounds and am not taking too great an historical license, in saying that that originally was made by the Indians in their wanderings back and forth in that great country in hunting,

etc. Then the trapper and the missionary followed the Indian; and then the emigrant; and it was first known, I think, historically the first well defined trail to near Cheyenne from the Missouri River was known as the Cherokee Trail.

Then, historically, the next designation I find of these roads through there was the "Emigrant Trail." And the authorities over at the Congressional Library have been kind enough to give me some photographic copies of maps. I have here, Mr. Chairman, two photographic copies of a map in the Congressional Library, covering the history of the Northwest territory, and representing the Northwest territory up to about 1847.

Mr. HAWLEY. By whom were they prepared, Mr. Leatherwood?

Mr. LEATHERWOOD. I have a memorandum which gives that information, but have not got it with me. But I think, although I will not be positive, that it was prepared by Coudart. But I will furnish the committee with evidence of the authenticity of the map.

In order to get the full scope of the Oregon Trail, you have to lay these two maps together [indicating]; and they are on such a small scale that I shall not attempt to illustrate from them at this time, except in a small way to point them out and to substantiate my statement.

Without urging anything contrary to the use of the term "Oregon Trail," there was a great trail through here [indicating on map], known as the "Emigrant Trail" and designated on the maps as the "Emigrant Trail."

Now, following that, I have a photographic copy of a map of a trail which follows somewhat approximately the same course that was taken by the Emigrant Trail, designated as the Oregon Trail. This [indicating] is a map of the trans-Mississippi Territory of the United States during the period of the American fur trade, as conducted from St. Louis, between the years 1807 and 1843. It was copyrighted by Francis P. Harper in 1901. This [indicating] shows the so-called Oregon Trail from the vicinity of Kansas City through to Vancouver, Wash.

It also shows in the neighborhood of my State the Sublette Cut-off, and the diversion down to Fort Bridger, in southwestern Wyoming; and then the route from there down through Weber Canyon to Great Salt Lake and the route to the northern end of the lake, from whence it goes back again into southern Idaho, near old Fort Hall.

Then it shows the old "California Trail," from Great Salt Lake across to California.

I brought these down, Mr. Chairman, for the inspection of the committee, to show to the committee that, historically, I think the Oregon Trail came last, so far as its designation as a trail is concerned, although in many places it follows, perhaps, on the map, practically the same course as the Emigrant Trail.

I lay down this proposition, however: That prior to the movement of the Mormons in 1847 across the plains, there was no well-defined individual road across from the Missouri River to the vicinity of Cheyenne, or old Fort Laramie. But following the movement—or perhaps I should say, to be more accurate, from the year 1847 on—there were some well-defined and definite routes.

Upon this question, now, of where this proposed route is, some of you gentlemen have very pertinently raised the question as to

whether or not Congress in its wisdom is now going to be able to rewrite history and tradition, and change history and pull trails around the country and put them where they never were, for convenience sake.

I think our history and the history of the sufferings and the trials of these pioneers who moved across this country is a little too sacred for Congress to attempt to "muss up" the history of that country.

Speaking upon that very question, I now quote from Chittenden's History of the American Fur Trade in the Far West:

As travel increased with the inflow of emigrants numerous short cuts were introduced here and there, while in some places the road became so worn that new locations were necessary, and thus from one cause or another there came to be several parallel lines over many portions of the route. Sometimes they were but a few hundred feet from each other; and again they were separated by many miles of distance and occasionally by rivers and mountains.

I think I will be able to show you before I have finished here that the Secretary of Agriculture practically admits that in places the route proposed in this bill deviates as much as 100 miles from the historic setting of this so-called trail as we get it from the original sources of our American history.

Mr. WARD. For how long a distance in length is that diverted?

Mr. LEATHERWOOD. You mean laterally?

Mr. WARD. Yes.

Mr. LEATHERWOOD. I am not able to say for how long a distance, but it is for a considerable number of miles.

Further discussing this question of divergence of routes, Mr. Chittenden says:

We say approximate limits advisedly, for it would be indeed a difficult matter to lay down the old line with minute precision. The changes wrought by the settlement of the country have been too great, have forced the highways out of their natural course and in many places the old road has long since been plowed up and turned into cultivated ground.

If I might pause for a moment, I think Mr. Faust was going to be here to testify that when a boy he had plowed over some of the Oregon Trail in Kansas at a place that they have not got in the bill at all.

Mr. MANLOVE. I might suggest from my close relationship with him that I know it was when he was a boy.

Mr. WINTER. I can testify to plowing across the old Emigrant Trail that you were speaking of a moment ago, and they built a railroad across it; and I traveled on that many times.

Mr. LEATHERWOOD. Mr. Chittenden then continues:

The advent of railroads wrought an immense change in the location of names. Although many of the old trail names survive, the towns which they denote are rarely located where the names used to apply. They have probably gone to the nearest railway station which may be several miles away. From causes like these the old trail has become totally obliterated and its precise location lost over most of that portion between Independence on the Missouri and Grand Island on the Platte.

And that is the one point I want to drive home to you gentlemen—that there is no man who can stand before this committee and historically pretend to tell you exactly where this trail was from Independence, upon the Missouri River, to the upper regions of the Platte.

Mr. SMITH. How long a distance is that, about 100 miles?

Mr. LEATHERWOOD. It is a distance of 500 miles. If you have any dispute with that, Mr. Smith, I most respectfully refer you to Mr. Chittenden, who is recognized as quite an authority upon the movement through that Northwest territory.

Mr. SMITH. Quite. When was his book written?

Mr. LEATHERWOOD. His book was written a number of years ago. I am not able to say accurately; but I should think it was first published, probably, in 1901.

Mr. CANNON. Was he merely an academic compiler of books and records, or did he write it from personal knowledge?

Mr. LEATHERWOOD. He was not a compiler; not at all. The early history of that country out there was not written by compilers. Inman and Cody were there——

Mr. CANNON (interposing). I am speaking of Chittenden.

Mr. LEATHERWOOD. Chittenden spent years and years upon the trail, in camping and going over that country as an Army engineer. And Mr. Marcy, to whom I referred a few moments ago, was connected with the Army and fought to protect the pioneers and the settlers from the Indians. These gentlemen to whom I have referred have all written from first-hand information.

Mr. HUDSPETH. You referred a moment ago to a well-defined trail known as the Emigrant Trail.

Mr. LEATHERWOOD. Yes.

Mr. HUDSPETH. That was established, as I recall your statement, prior to the Oregon Trail. Can you tell me just about what time that Emigrant Trail was established? Have you that data?

Mr. ALMON. Is that the same as the Emigrant Road referred to in the bill?

Mr. HUDSPETH. No; I do not think so. Judge Leatherwood referred to a well-defined trail known as the Emigrant Trail.

Mr. LEATHERWOOD. Gentlemen, if you are interested—but I trust you will be a little patient with me—I think I can give you some data which will be very valuable.

Mr. HUDSPETH. I beg your pardon for interrupting. I do not know whether I was clear on that or not.

Mr. LEATHERWOOD. I have here quite a good author upon these trails. If you are interested in the Overland Trail, the one sometimes known as the Emigrant Trail—the one I refer to as the Emigrant Trail—you will find a very good account of it in C. G. Cou-tant's "History of Wyoming," 1899, chapter 10. In that he refers to the expedition of Stewart, that started from the Pacific and came eastward in 1812—starting on June 29. Historically, as nearly as I can tell you, that was the beginning of the Emigrant or Overland Trail.

Mr. WINTER. He was the discoverer of the South Pass?

Mr. LEATHERWOOD. Now, do not misunderstand me. That route as taken by Stewart in 1812 only in places touched the known Emigrant Trail, I believe.

Let me again emphasize the fact that as shown by these maps designating the Emigrant Trail, I do not contend anything for them different from what I have called attention to with reference to the Oregon Trail. I think they merely approximate the route, and that the identity of the route can only be vouched for when it approached the pass through the mountains, where they had to get together and

follow a common route in order to get through; and as soon as they got through these passes the tendency was for them to spread out and take what seemed to one man an easy route, or what seemed to another man an easy route. But they were all in a strip of territory perhaps 100 or 150 miles in width.

Mr. SINNOTT. Mr. Chairman, may I ask a question?

The CHAIRMAN. Certainly.

Mr. LEATHERWOOD. I will be glad to answer it if I can.

Mr. SINNOTT. What date did you say you first found the designation of the Oregon Trail—1852?

Mr. LEATHERWOOD. No; you misunderstood me. I said, or meant to say, if I did not, that it was a little difficult historically to fix when they began to designate a route across as the Oregon Trail. But I find it referred to as the Oregon Trail in the history of the period about 1857.

Mr. SINNOTT. That is all I care to know on that. And what date did you say the Mormons first went across?

Mr. LEATHERWOOD. The first movement was in 1847. There was a movement to Oregon in 1846. I think the first actual settlement movement to Oregon was in 1846; there was a small movement in 1843.

Mr. WARD. Mr. Leatherwood, they started across there in large numbers just as soon as the treaty with Mexico was consummated, did they not?

Mr. LEATHERWOOD. Yes; I am glad the gentleman called my attention to that, because I have another map on that.

Mr. WARD. That was about 1846, was it not?

Mr. LEATHERWOOD. I have here a map showing the trail that was recognized in the treaty of 1848 with Mexico.

Mr. WARD. 1848? I thought that treaty was in 1842.

Mr. WINTER. 1848.

Mr. LEATHERWOOD. You will find that in order to aid the members of the committee in finding the places on the map to which I refer, I have run a blue pencil along the trail and I will say that this map [indicating] is recognized by that treaty with Mexico as an official map.

Mr. WARD. How does that correspond with what these gentlemen have laid out in these bills and resolutions?

The CHAIRMAN. In answering these questions, I suggest that you do it in such a way that the reporter can put it in the record.

Mr. LEATHERWOOD. I have nothing but the photographic copies. I do not know whether it could be reduced in size for printing or not.

Mr. WARD. Well, can you put your hand on the language of the treaty?

Mr. LEATHERWOOD. Yes.

The CHAIRMAN. I mean, will you describe those places on your map in such a way that the reporter can get a clear description of them for the record so that those who read it will understand?

Mr. LEATHERWOOD. Yes; for purposes of identification.

The CHAIRMAN. Yes; for purposes of identification.

Mr. LEATHERWOOD. The trail which is shown on this map [indicating], and to which I have adverted in my statement is recognized as official.

Mr. ALMON. Will Mr. Hudspeth give the title of the map?

Mr. HUDSPETH. It says in Spanish that it is an official map.

Mr. LEATHERWOOD. The trail starts at St. Louis. It follows westwardly to Jefferson City, Mo. From Jefferson City it goes to Independence, Mo. Westwardly, without any town being designated here on the map, it goes into Kansas, and crossing the Kansas River it swings to the Northwest and strikes the south side of the Platte River somewhere in the State of Nebraska. No towns are designated on this map in Nebraska. It follows the main channel of the Platte River to the junction of the North Platte and the South Platte, and follows the south bank of the North Platte to a point in Wyoming—I think it is in Wyoming—known as Chimney Rock.

Mr. SIMMONS. That is in Nebraska.

Mr. LEATHERWOOD. In Nebraska. From Chimney Rock it strikes down to Fort Laramie, following the south bank of the North Fork; continuing along the North Fork to somewhere in the vicinity of Independence Rock; and it apparently crosses the Sweetwater—is that the name?

Mr. SIMMONS. Yes.

Mr. LEATHERWOOD. It crosses the Sweetwater, and drops through the South Pass and crosses, I think, approximately, the Sublette Cut-off, to old Fort Hall in southern Idaho, which is the terminus upon this particular map.

Mr. WARD. How much does that diverge from the present bill?

Mr. LEATHERWOOD. Well, we will get down to modern geography a little later.

While we are upon this question—I think my good friend Mr. Sinnott asked me something about the history of old trails—I call the attention of the committee to this for the benefit of those who may be interested in getting information upon routes and trails; there are many books and reports available upon the subject in any good library. The Great Salt Lake Trail, published by Inman and Cody, covers the routes in Kansas, Colorado and Wyoming through to Salt Lake City. This trail is almost identical with the trail claimed to be referred to as the "Oregon Trail."

Then Col. R. B. Marcy published a "Travelers Guide" in 1864, which gives the itinerary of every route between the Missouri River and the Pacific Ocean. He does not once mention the Oregon Trail; but he describes minutely the route claimed to be the Oregon Trail, and calls it the "Cherokee Trail."

Col. C. B. Coutant in volume 1 of his work, refers to the Oregon Trail in some chapters. I have already given you the detailed references to that.

Hubert Howe Bancroft's histories of the West, especially those of Colorado, Utah, Oregon, and Wyoming, have numerous references to routes, and continually refer to trails as Oregon and California roads, the Mormon Trail and the Great Salt Lake Trail.

Those are the more common references to these trails.

Now, I must hasten, gentlemen, because I do not want to become burdensome; and I want to get down to the more practical phases of this matter.

I said a moment ago that all of these trails in the westward movement were of historic interest and historic significance, and they were trails of trials, hardship, and suffering.

I want to speak, however, for a few minutes with reference to a trail which it is sought to legislate out of history, which was also a trail of hardship and of suffering, and was also an epochal movement of people to the West. It also reclaimed a great territory on the other side of the Rockies, rich in the things that go to make men happy and conduce to their material welfare.

This movement reclaimed a State that has, within two counties of its boundaries, known coal deposits estimated by the United States Geological Survey to be sufficient to supply the United States for 250 years, upon the present basis of tonnage consumption; that has minerals of all kinds and character——

Mr. WARD (interposing). Well, will you be more specific? What are those counties, and in what State?

Mr. LEATHERWOOD. What are those counties?

Mr. WARD. Yes.

Mr. LEATHERWOOD. I refer to the county of Carbon and the county of Emery in the State of Utah. And I refer, in order to substantiate that statement, to reports of the United States Geological Survey; and when you gentlemen, if you are interested enough, have finished that, if you go on with those reports you will find that there is locked up in the oil shale of that State a potential supply of 6,000,000,000 barrels of oil. But I must not digress further.

Mr. ALMON. You have some water power there, too.

Mr. LEATHERWOOD. Yes.

Mr. HUDSPETH. And potash.

Mr. LEATHERWOOD. Yes.

Referring now to the hardships of these movements, and as to why I appear here to call your attention to some phases of this bill——

Mr. MOORE (interposing). What trail is it that you say we are going to legislate out of existence?

Mr. LEATHERWOOD. The Mormon Trail.

Mr. MOORE. The Mormon Trail?

Mr. LEATHERWOOD. Yes.

Speaking of these trails, I again quote from Mr. Chittenden; he says:

At the proper season of the year this was undoubtedly true. Before the prairies became too dry, the natural turf formed the best roadway for horses to travel on that has probably ever been known. It was amply hard to sustain traffic, yet soft enough to be easier to the feet than even the most perfect asphalt pavement. Over such roads, winding ribbonlike through the verdant prairies, amid the profusion of spring flowers, with grass so plentiful that the animals reveled in its abundance, and game everywhere greeted the hunter's rifle, and finally, with pure water in the streams, the traveler sped his way with a feeling of joy and exhilaration. But not so when the prairies became dry and parched, the road filled with stifling dust, the stream-beds mere dry ravines, or carrying only alkaline water which could not be used, the game all gone to more hospitable sections, and the summer sun pouring down its heat with torrid intensity. It was then that the trail became a highway of desolation, strewn with abandoned property, the skeletons of horses, mules, and oxen, and alas, too often, with freshly made mounds and head boards that told the pitiful tale of sufferings too great to be endured. If the trail was the scene of romance, adventure, pleasure, and excitement, so it was marked in every mile of its course by human misery, tragedy, and death.

That pretty accurately describes, just what those people in 1847 endured in making their pilgrimage across the plains to a place that they knew not of when they started.

I am reliably informed by Mr. Simmons of Nebraska that, near Scottsbluff—is it not, Mr. Simmons?

Mr. SIMMONS. Yes.

Mr. LEATHERWOOD. Near Scottsbluff, so sacredly were some of the things that appeared along these routes regarded, that the Burlington Railroad pushed its roadway to one side, in order to go around the grave of a woman who died on one of these pilgrimages.

Now, let us look at the bill and resolution for a moment. I have tried to develop, gentlemen, that there is some doubt in the minds of all of us as to just what were the exact locations of these trails. And I am constrained to believe that I am not alone in that; because when I looked at the Senate bill (S. 2053) and the House Joint Resolution 232, I discovered that the draftsmen of those bills did not agree.

And I am talking about the Oregon Trail now; I am describing the Oregon Trail. And let me say to you that this map [indicating map of the United States on the wall]—and I have one exactly like it—which was prepared by the Commissioner of the General Land Office, simply attempts by these red lines to check up the points mentioned in one of these bills.

Now, the gentleman who drew the Senate bill, when he got you over here in Mr. Simmons's country, around Scottsbluff, he took you up to Torrington, up here [indicating] in the State of Wyoming; and then he drops you down here [indicating] to Laramie, almost due west on the Union Pacific Railroad from Cheyenne; and then, to be consistent, he goes back up to Casper.

Mr. WINTER. May I ask you a question right there? You are not confusing Fort Laramie, on the Oregon Trail, with the city of Laramie on the Union Pacific Railroad, west of Cheyenne, are you? They are two different places.

Mr. LEATHERWOOD. That is exactly what I am trying to emphasize—the confusion in the minds of the drafters of these bills. I am quite aware that Laramie and Fort Laramie are two different places; they are about 150 miles apart, are they not?

Mr. WINTER. Yes.

Mr. LEATHERWOOD. Now, the drafter of the Senate bill says the Oregon Trail shall come from Torrington down to Laramie, not Fort Laramie, but down to Laramie, and then go back up, making a great saw tooth to the vicinity of Casper, and then follow the trail.

Mr. SMITH. We are considering the House resolution.

Mr. LEATHERWOOD. Yes. But I am showing the confusion in the minds of the drafters of this legislation. I will come a little later to some other confusion.

Mr. MANLOVE. May not the draftsman of the Senate bill have inserted Laramie instead of Fort Laramie through mistake?

Mr. LEATHERWOOD. Of course, we are all fallible.

Mr. WINTER. That is what I think it is—a misprint. That is why I asked the question.

Mr. LEATHERWOOD. But there is another interesting thing: One of these bills says that the Oregon Trail in Wyoming shall come down through South Pass across the country and strike the Lincoln Highway at Green River, Wyo. Another gentleman—and I am not going to venture to guess what he had in his mind; although I think I could make a pretty good guess at it—says that the Oregon Trail shall not be brought back to the Lincoln Highway until you get to Granger

Wyo. He keeps in the vicinity of the Sublette Cut-off and then drops south to Granger, and then goes west from Granger out of the State of Wyoming and into the State of Idaho.

Now, my good friend, Mr. Smith—and I use that word advisedly, because we are good friends——

Mr. SMITH. That is right.

Mr. LEATHERWOOD. We do not always agree; but we are good friends.

Mr. SMITH. That is true, but I am sorry the gentleman is not aiding me in support of this legislation.

Mr. LEATHERWOOD. He says we are considering House Joint Resolution 232.

Mr. SMITH. House Joint Resolution 328.

Mr. LEATHERWOOD. Now, when he designates the cities in this resolution, on page 3, he leaves out Rock Springs, Green River, Lava Hot Springs, and Marshfield. Those places appear in one and do not appear in the other, showing that still there was some confusion in the minds of the gentlemen who drafted these two bills as to just where this Oregon Trail shall be through that country.

Mr. GARBER. Will you permit a question at this point? Are you prepared to point out to the members of this committee wherein the points designated in the resolution under consideration deviate from what you consider to be the historical Oregon Trail?

Mr. LEATHERWOOD. I am coming to that. I wanted to keep things clear as I go on.

Mr. GARBER. All right.

Mr. LEATHERWOOD. Now, I have here a map prepared by the historian's office of the Mormon Church, showing their movement in 1847 [placing map on the wall].

Now, gentlemen, I am coming to some of the things that we object to in this legislation.

In 1846 the pioneers of 1847 moved from Illinois over to the west bank of the Missouri River north of the present city of Omaha. And when they started their migration in the spring of 1847—and I will say for the information of the gentlemen that I have here the daily account of each day's journey. So that this is based upon the diary of a man that led the expedition across.

They started from winter quarters and moved westerly for some distance, and then struck the Platte River and followed the north bank of the Platte River up past Ogalalla, Nebr., over to where the South Fork of the Platte River comes in, and continued to follow the north bank of the North Platte until they got somewhere in the vicinity of what is designated as Fort Laramie.

The designated route, or the supposed Oregon Trail route, has two starting points. And here is where my good friend Mr. Faust, I think, is accurate in saying that he plowed over the trail; there was one branch of the Oregon Trail that passed through Atchison and Holton, leaving the Missouri River in the vicinity of Atchison; there was another that left it around Kansas City and followed due west along the Kaw River to the vicinity of Topeka, swinging north through Kansas to Fairbury, Nebr., touching at Hebron, Nebr., passing a little south of Hastings, Nebr., and coming to the vicinity of the Platte River near Kearney, Nebr. Then the trail follows the south bank of the Platte River to Fort Laramie.

Mr. GARBER. The trail designated in the resolution is practically correct, then, to Kearney?

Mr. LEATHERWOOD. No; it is not. It is a supposed trail. The thing I am trying to emphasize is that there were many trails across there. But I am talking about the one that they attempted to designate in this proposed legislation. What I am trying to show you is that this movement across this country followed many routes.

Mr. GARBER. I thought you intended to infer that there were two trails to start with that were generally acceptable as indicated on the large maps.

Mr. LEATHERWOOD. The proposed legislation only designates the trail starting from Kansas City or Independence, Mo. But there was another arm up near Atchison that is referred to in history. I hope, gentlemen, that I may be able to make this clear—that across the plains there were many routes that tended to converge as you approached the mountains——

Mr. CANNON. What is that red line on that larger map?

Mr. LEATHERWOOD. That is the marking on the map of the United States of the route designated in the bill now under consideration.

Mr. CANNON. Where was that done, and for what purpose?

Mr. LEATHERWOOD. It was done by the Commissioner of the General Land Office, before the other hearing.

Mr. CANNON. For what purpose?

Mr. LEATHERWOOD. For the purpose of taking in those towns.

Mr. CANNON. I thought it was of earlier origin?

Mr. LEATHERWOOD. No.

Mr. ROBSION. They just marked it on the map to aid you to follow the bill?

Mr. LEATHERWOOD. Yes

Now, from Fort Laramie the pioneers of 1847 followed one drift or one road into the upper regions of the North Platte and around into the South Pass country. That was the only way to get wagons over and through the mountains at that time. However, if I had the time to check up on the diary which I have I could show you that there was a good deal of divergence of roads from Fort Laramie over until the entrance to South Pass; but the greatest divergence would probably not be to exceed 15 miles in routes.

The first place that the pioneers speak of striking the Oregon Trail was on Thursday, May 20, in the diary which I have here. It says:

This forenoon we traveled seven and three-quarter miles, and halted directly at a place where the Oregon Road strikes the North Fork. Four of us—

And so on. There was the first place it was mentioned.

Mr. SINNOTT. What year was that?

Mr. LEATHERWOOD. That was on Thursday, May 20, 1847. The first place where the pioneers of 1847 came near the Oregon Trail was at the point across the river above referred to. That is the first place where they came in contact with it, where they could say it was a point across the river in the vicinity of where the South Fork and the North Fork came together.

Then when we get down on the west side of the mountains, from the west entrance to South Pass, the pioneers pulled south through Fort Bridger, Evanston, and Weber Canyon into the valley of the Great Salt Lake.

The proposed route under this legislation from there, as designated, goes through Kemmerer and I think goes through Cokeville; I am not sure whether Cokeville is mentioned or not; but being very familiar with the roads there I am sure that it does go through Cokeville.

Mr. HAWLEY. May I ask a question?

Mr. LEATHERWOOD. Certainly.

Mr. HAWLEY. You are speaking of emigrants of 1847—the Mormons who went to Salt Lake?

Mr. LEATHERWOOD. Yes.

Mr. HAWLEY. They chose a route to a place which they had in mind outside of the then territory of the United States. They never intended to go to the Pacific Northwest; they were trying to find a location in Mexican territory outside of any territory of the United States.

Mr. LEATHERWOOD. You are in error as to that. My colleague, Mr. Colton, is here, and I will refer that question to him.

Mr. HAWLEY. Let me complete my question. Why should their route—which at times was coincident with the Oregon Trail, because they camped with the Oregon people at one time—why should the route that they happened to take be controlling in the location of this trail that the committee is discussing?

Mr. LEATHERWOOD. You misapprehend me. I am not claiming anything about control. I am coming to my conclusion, if you will permit me. Historically, I do not think the pioneers of 1847 did start for the Pacific coast; that is, for Oregon or Washington.

Mr. HAWLEY. I do not think anybody would claim that.

Mr. LEATHERWOOD. They started for some place in the Rocky Mountains.

Mr. COLTON. The pioneers had not, I think, fully made up their minds as to where they would locate. But it is erroneous to say that they had started for Mexican territory. In fact, when they pitched their first permanent camp, they immediately raised the Stars and Stripes and took it in the name of the United States. So there was no attempt to start for Mexican territory. It was not, however, definitely decided just where they would stay when they started.

Mr. HAWLEY. Well, I based my question upon some reading which I did some time ago, in which a quotation was given from Brigham Young to the effect that they intended to go into Mexican territory, outside of the territory of the United States, in which they were being persecuted for their religion.

Mr. COLTON. I feel sure that is an erroneous quotation, because their whole history shows that as soon as they got there—we were at war with Mexico at the time—they planted the American flag. A military post is now at the place where the Stars and Stripes were first raised.

Mr. HUDSPETH. At what place?

Mr. COLTON. Near Salt Lake City.

Mr. LEATHERWOOD. May I suggest that from this diary they did have a pretty good idea of going to Salt Lake when they entered winter quarters.

Now, I call your attention to the resolution which we have under consideration—

Mr. HUDSPETH. Is that House Joint Resolution 232?

Mr. LEATHERWOOD. House Joint Resolution 232.

Mr. SMITH. There is a later resolution—House Joint Resolution 328.

Mr. HUDSPETH. I have not a copy of 328.

Mr. LEATHERWOOD. Well, I take it that there is no difference between them. If there is any, will you call my attention?

The CHAIRMAN. Just a moment. Let me make that clear. The committee originally took up the Senate bill relating to the same subject, with the joint resolution offered by Congressman Smith, which is designated as House Joint Resolution 232. Since the hearing began, as I understand it, on January 23, 1925, Mr. Smith has introduced another resolution in the House. But the entire subject is before the committee on all the resolutions that pertain to the naming of the old Oregon Trail, I assume.

Mr. LEATHERWOOD. Then if the language I am about to read, Mr. Chairman, is not in House Joint Resolution 328, I wish you would stop me.

Mr. ROBSION. Here is House Joint Resolution 328.

Mr. LEATHERWOOD. Mr. Chairman, am I clear as to whether you are considering House Joint Resolution 328?

The CHAIRMAN. That has not been formally before the committee, I will say to the gentleman from Utah; because when we took up the hearing and when the hearing was held the other day, these two measures, House Joint Resolution 232 and Senate bill 2053, were the only ones before the committee. As I have stated, since that time, another resolution has been introduced. However, I will say that any resolutions pertaining to the subject the committee would be perfectly justified in considering, when we finally consider the question of the reporting of a resolution or a bill.

Mr. ROBSION. I would like to ask Mr. Smith if there is any difference between the two?

Mr. SMITH. There are some differences. The later resolution was introduced to correct some inaccuracies.

Mr. ROBSION. I asked that because Mr. Leatherwood was going to refer to the language in House Joint Resolution 232; and if you have corrected that in House Joint Resolution 328, that will be the one for him to read.

Mr. LEATHERWOOD. I will read from House Joint Resolution 328:

That the highway extending from Independence, Mo., and from Council Bluffs, Iowa, to Seaside, Oreg., and to Olympia, Wash., through the States of Missouri, Kansas, Nebraska, Wyoming, Idaho, Oregon, and Washington, and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail, and coinciding as near as may be with the system of Federal-aid highways through said States, shall hereafter be known as the old Oregon Trail.

SEC. 2. That the road herein designated as the old Oregon Trail shall follow, as closely as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to the Oregon country over said trail, and shall extend through Kansas City, in the State of Missouri.

And so on.

That is mandatory language. Some gentleman early in my remarks wanted to know what I meant by saying that you were trying to change history.

Some of these trails are as sacred and just as dear to the pioneers that blazed them as any others are to those who are trying to wipe these trails out of history and say they shall all be merged and known

hereafter as the Oregon Trail, when they are not identical. In places they follow the same route. They are not historically linked together as identical.

Now, what is the necessity, if you want to designate an Oregon Trail—why is it necessary to wipe out and abolish all reference to the Mormon Trail and to the Emigrant Trail?

Mr. WARD. Well, the language that you have just read indicates that the Mormon Trail and the Oregon Trail are, in so far as pertains to the Mormon Trail, the same?

Mr. LEATHERWOOD. No; they are not.

Mr. WARD. Well, the resolution says so.

Mr. LEATHERWOOD. I beg your pardon. That is the thing I am protesting against—that you are trying to make them identical, and with that claimed identity to efface these two trails that are more ancient in time.

Mr. WARD. There is one piece of history that will throw some light on part of it; that is, General Johnston's expedition that went out to Utah in 1858 or 1859 went down the Mormon Trail; that can easily be found, as to what it was at that time.

Mr. LEATHERWOOD. We know where he went. He went to Echo Canyon and Weber River. That is well known.

Mr. WARD. Are they following that in this resolution?

Mr. LEATHERWOOD. No; this bill seeks to wipe out everything on the Mormon Trail from Winter Quarters to Fort Laramie, and from the west entrance of South Pass—it seeks to wipe out every bit of the trail from there to Salt Lake City.

Mr. SINNOTT. Mr. Chairman, just a moment before you adjourn. I will state to the committee that we have no objection to eliminating from the bill the reference to the Mormon Trail.

(Thereupon, at 12.10 o'clock p. m., the committee adjourned, subject to the call of the chairman.)

COMMITTEE ON ROADS,
HOUSE OF REPRESENTATIVES,
Thursday, February 19, 1925.

The committee met at 10 o'clock a. m., Hon. Cassius C. Dowell (chairman) presiding.

The CHAIRMAN. The committee will be in order. The committee has met this morning for the further consideration of House Joint Resolution 232, House Joint Resolution 328, and Senate bill 2053. Mr. Leatherwood, you may proceed.

**STATEMENT OF HON. ELMER O. LEATHERWOOD, MEMBER OF
CONGRESS, STATE OF UTAH**

Mr. LEATHERWOOD. Mr. Chairman and Members of the committee, if there is no objection, I will insert the communication from Congressman Faust at the close of my remarks; there may also be one or two other letters I may want to insert.

The CHAIRMAN. I do not think there will be objection to that.

Mr. LEATHERWOOD. Mr. Chairman and gentlemen of the committee, I am not just clear in my own mind how far we had proceeded

with the discussion at the last meeting, but as I recall it, I was discussing at that time the route as described in House Joint Resolution 328, which I understand has now been introduced as a substitute by the proponents thereof in lieu of House Joint Resolution 232.

I also call the attention of the committee to the variation in the description of the proposed route, as contained in the two resolutions just referred to and Senate bill 2053. I will call your attention, hastily, to the proposed route as described in Senate 2053, which leads us through various towns in Kansas, Nebraska, and eastern Wyoming, to what is known as Fort Laramie, and in the Senate bill, the proponents of that measure would take us from Fort Laramie—no; not Fort Laramie; I am in error—the route as described in the Senate bill runs from Kansas City to Torrington in eastern Wyoming, and then drops down to Laramie, which is almost due west of the city of Cheyenne, and then back to the vicinity of Caspar, Wyo. I am perfectly frank to say, Mr. Chairman, that perhaps the person who drafted the Senate bill probably intended to refer to Fort Laramie rather than Laramie. I want to call the attention of the committee to House Joint Resolution 328 again—especially in the first instance to the “resolving” portion of the resolution. I do not know that we are especially concerned with the history which it is attempted to recite; however, I suggest that some of it is at least somewhat surprising, particularly with reference to the claim that all of the territory north of California was Oregon Territory. In addition to that I also note that some change has been made with reference to the description of the route, and I call attention to the language found, beginning in line 22, page 3 of the description of the trail, where I find that following the word “Caldwell,” the resolution reads:

Thence as a divided trail via Payette, Idaho; and via Parma, Idaho, and Ontario, Oreg., to Weiser in the State of Idaho, thence through Huntington, Baker, La Grande—

I think if we wanted to be true to history, we ought perhaps to have another divided route, beginning somewhere there in western Idaho or eastern Oregon, and taking the trail across central Oregon into the valley of the Willamette, south of Mount Hood, because, historically a considerable portion of the early migration into Oregon went by way of that route, rather than up to the Columbia River and down.

I mention these facts, Mr. Chairman, to emphasize again the question that I was discussing during the last meeting to illustrate the confusion and uncertainty in determining the definite location of this trail, or any of the other old trails. I further call attention to the fact that in House Joint Resolution 328, this trail which was originally given a definite starting place at Independence, Mo., has now spread itself out and taken in Council Bluffs, Iowa, making that also a beginning point, one of the beginning points of this trail. I find no historical authority for any such a diversion. Also, on page 2, I find this rather startling recital: “Whereas in order that this ‘world’s most historic highway’ may be perpetuated in history and its traditions be kept alive for all time, and in order to show to the world that the American people are not unmindful of the sacrifices of our citizens and do recognize valorous deeds,” etc., I trust there are none of the people present who live along the old Santa Fe Trail, because I am sure that historically they could make some very strong objections, for this is one of the very historic trails. My thought,

gentlemen, is this: As I remarked in our former hearing, that you can not historically take one of these trails and set it out, perhaps, as more important than the other. They were all great historic trails; they all have a wonderful history of sacrifice; and they all show that the people who traversed them in the early days were builders of that great empire on the Pacific slope.

So that brings me again to the question which I was discussing the other day, as to why it is necessary to attempt to write out of history, by legislation, these other trails that are just as sacred to the people who traversed them, and to the territory that they opened up, in the great West, as is the so-called Oregon Trail. So I have some very serious objection, and I think a great many people of the West have serious objection to the language of the paragraph beginning in line 1, on page 2:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the highway extending from Independence, Missouri, and from Council Bluffs, Iowa, to Seaside, Oregon, and to Olympia, Washington, through the States of Missouri, Kansas, Nebraska, Wyoming, Idaho, Oregon, and Washington, and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail, and coinciding as near as may be with the system of Federal-aid highways through said States, shall hereafter be known as the Old Oregon Trail.

That is mandatory language, Mr. Chairman, and the simplest implication which we can draw from it is that this Congress, if it should enact this or a similar act into law, would be attempting to change the ancient and historic land marks and trails by renaming them through the medium of a congressional act. I called your attention the other day to one of these early and historic trails, known as the Mormon Trail, which starts from Winter Quarters——

Mr. ALMON. Does it not say the Mormon Road in this act?

Mr. LEATHERWOOD. I presume it means the same thing.

Mr. ALMON. It is intended for that road?

Mr. LEATHERWOOD. It is intended for the same road, which starts, as I say, from Winter Quarters, at a point north of the present site of Omaha, and on the west bank of the Missouri River, following then, as will be shown by the daily records of that migration, the north side of the Platte River, to a point opposite the forks of the South Platte and the North Platte, continuing still upon the north side of the North Platte River to the vicinity of Fort Laramie. At that point the record of the pioneers of 1847 showed that they crossed the north fork of the Platte, and I think the record also shows that they were joined, or camped for protective purposes, with some emigrants bound for the Pacific coast and to the Oregon country. From that point on the trails approximately traverse through the same country, and have the same general route from Fort Laramie, following up still on the north side of the North Platte River, dropping over to the waters of the Sweetwater, or to the Sweetwater Valley, thence down through South Pass, to a point approximately north of what is known now as Rock Springs, Wyo. At that point the trails again diverge, and the Mormon Trail goes in a southwesterly direction to Fort Bridger, which is not shown on the map, from Fort Bridger to Evanston, Wyo., from Evanston, Wyo., over the divide through Echo Canyon into the valley of the Weber River and thence across the Wasatch Range,

and down what is known as Emigration Canyon, to the bench lying west of Salt Lake City.

I call your attention also to the fact that while these two trails appear to be identical from Fort Laramie to the west entrance of South Pass, that as a matter of fact, historically, they only traveled in the same general neighborhood or locality, at times they were as much as 16 or 18 miles apart, showing that even here, where they are supposed to be identical, they only were following the same general section of the country, until they reached South Pass. South Pass, figuratively speaking, was the neck of the bottle through which all of these great trails crossing the plains from the Missouri River must converge at that time to go through this narrow pass or defile to get on the west slope of the Rocky Mountains. I think I also called your attention that after emerging from the South Pass, at the west entrance, the old historic trails tended to diverge again, and for a long period of time there was migration across what is known as the Sublette Cut-Off, from the west entrance of South Pass to the vicinity of what is now known as Montpelier, Idaho, from Montpelier following the course down the Bear River to the point where the Bear River turns sharply to the west; leaving the Bear River at that point and crossing a small divide, it then reached the headwaters of the Portneuf River, following along the Portneuf River to Lava Springs and thence to Pocatello—not Pocatello, Idaho, but what was Fort Hall, an old fort located on the Snake River near a point where the Portneuf River empties into the Snake.

Mr. ROBSION. Will the gentleman permit an interruption there?

Mr. LEATHERWOOD. I will be glad to answer any questions that I can.

Mr. ROBSION. You spoke of the migration there of 1847 that traversed a certain route, or took a certain course. What immigration or movement of immigrants were there over that particular route that you have mentioned after 1847?

Mr. LEATHERWOOD. After 1847 there was considerable.

Mr. ROBSION. I mean as distinguished between going over that route, and over the old Oregon Trail.

Mr. LEATHERWOOD. After 1847, let me relate it——

Mr. ROBSION. If the people who wanted to go down into Utah—did they follow the 1847 trail that the original folks followed, or the Oregon Trail, or the 1847 trail?

Mr. LEATHERWOOD. Let me recite just a little bit of history that I think will answer your question. I may, at the expense of repeating myself, state that the immigrants that started from Winter Quarters in the spring of 1847, moved in 1846 to this place known as Winter Quarters. Owing to a draft of about 500 young men for the United States Army, it was not advisable to attempt to make the crossing in 1846, and so they wintered during the winter of 1846 and the spring of 1847 at Winter Quarters, and the band set out in the spring of 1847, the travels of which are recounted in this diary which I hold in my hand. They reached Salt Lake City, the present site of Salt Lake City, I think it was late in June or early in July, 1847, as I get the history. Three or four men were sent back at Fort Laramie to carry messages back to a band down in the vicinity of Pueblo as to the movements of the main body and also messages back to the camp at Winter Quarters. After they had reached Salt Lake

Basin and the present site of Salt Lake City, others of the small band turned back immediately and made their way back to Winter Quarters in the fall of 1847. In the following year, 1848, I think it was, and 1849 and 1850 the main body of these people moved in various bands over this route to the camp which had been established at Salt Lake City, so that their travel did follow this indicated line of travel on the map. Now, there was travel into other portions of the West, into Oregon and into Washington, which originated all along the Missouri River, from the vicinity of Omaha, down to Independence, Mo., and taking various routes, which, as I explained the other day, tended to converge in the vicinity of Fort Laramie, into practically one route.

Mr. ROBSION. One other question. You indicated there after they had reached a certain point in Nebraska, or a common point, nearly about the same point, they traveled the same general territory, perhaps separated some 15 or 16 miles. Is there any particular reason why the Oregon Trail folks would go a particular route there and the Mormons another route? What was the reason? Why did they not all go the same route?

Mr. LEATHERWOOD. That is a very pertinent question, and a very interesting one. The history of all the trails across the plains, Mr. Robsion shows, and I think this statement would be equally true of the old Santa Fe Trail, that every band or movement had a leader, and what might appear to one leader as a feasible route would not appeal to another, and they would take various routes, as it appealed to the leader of the band. After crossing the Missouri River they are crossing the Great Plains, as I stated the other day, which extends from the southern boundary of the United States to the Canadian Line, and about 500 miles in width. Now, across that country they were only limited, largely, by their whims as to good camping places, feed for their stock and cattle, and feasibility of route, so that one leader would go one way and another leader another.

Mr. ROBSION. If I understand, the Mormons in 1847, 1848, 1849, and 1850, all the bands followed the same route?

Mr. LEATHERWOOD. Yes, sir.

Mr. ROBSION. And this is not identical with the Oregon Trail, and I was trying to learn what was their reason, why they did not go about the same route. Well, the Mormons held the same trail and the others took a different trail.

Mr. LEATHERWOOD. If you will take the topography of the country and the physical conditions of the territory, naturally the migration from winter quarters would keep them on the north side of the Platte, because of the difficulty of crossing that river at any place from its mouth to the forks of the North Platte and the South Platte. I find this interesting statement here in the diary of Monday, May 3—

The CHAIRMAN. What year is that?

Mr. LEATHERWOOD. 1847—they are recounting here that they stopped—well, I will read the paragraph, it will be more intelligent if I read it. They stopped at a point on the north side of the Platte on this day and discovered some Frenchmen on the south side of the Platte. Three Frenchmen from the party on the south side of the Platte crossed the river and came over to the Mormon camp. Now, I will read the paragraph: "The three messengers having returned

from their interview with the"—no; I am in error there, it was three Mormons that crossed over to the French camp.

The three messengers having returned from their interview, a council was called whether or not it would be considered advisable to cross the river and strike the old road to Laramie, that would be all to the south side of the river, there being good grass on that side of the river, while the Indians were burning it on the north, but in view of the thousands that were expected to follow in their track, it was concluded to continue as before, braving the Indians and the burning prairies, for, said the pioneers, a new road will thus be made which will stand as a permanent route for the saints, independent of the old road, and the river will separate the Mormon companies from the other immigrants.

So that, you see, they were making a new road from winter quarters on the north side of the river to the vicinity of the Forks.

Mr. ROBSION. It would seem, then, Mr. Leatherwood, that one of their ideas——

Mr. LEATHERWOOD. The vicinity of the forks of the North Platte and South Platte Rivers, hence they followed on the north side of the North Platte, while the main travel on the Oregon Trail was on the south side of the river, until they came to Fort Laramie.

Mr. ROBSION. It was not a matter of convenience; it was a matter of sentiment, or to be different and entirely separate?

Mr. LEATHERWOOD. It was most assuredly a matter of convenience, and if the gentleman is familiar with the physical characteristics of that country——

Mr. ROBSION. Well, I mean at that time, because there were Indians, and there was no grass——

Mr. LEATHERWOOD. I am talking about this immediate vicinity and this immediate locality. This is only one day——

Mr. MANLOVE. In reading that, Mr. Leatherwood, you just wanted to show that they were intending to establish this trail for the future.

Mr. LEATHERWOOD. They were meaning to blaze a trail on the north side of the Platte River, which would avoid the many crossings of the Platte River.

Mr. ROBSION. And it was not done to establish a Mormon Trail at that time?

Mr. LEATHERWOOD. They apparently believed that they were going to establish a route which would be known as a trail over which the balance of the emigration should later pass into that country. I think there is no question but what they believed they were establishing and that they did establish a new trail through that part of the country.

Mr. ROBSION. There is no doubt in your mind that the Oregon and the Mormon Trails are entirely on different ground, not located in the same place, and your objection is that in attempting to mark these you combine the Oregon Trail and the Mormon Trail?

Mr. LEATHERWOOD. That is one of my objections; I have not enumerated all of them. I think they traveled practically the same trail from Fort Laramie to the west end of South Pass.

Mr. ROBSION. But, if you are going to put down markers, if you are going to mark the exact ground, not only where the Mormons traveled and where the Oregon folks traveled, it could not all be called Oregon, it would not be in the same place?

Mr. LEATHERWOOD. Except through South Pass. That is a very narrow pass with perpendicular walls on either side. That pass in

many places is only a few hundred feet in width. Of necessity the trails were identical through South Pass because of the physical characteristics of the country.

Mr. ROBSION. That is the only place.

Mr. LEATHERWOOD. That is my contention, and it is borne out by the diary of the travels of this initial band in 1847, and the history of the other movements.

Let me recapitulate again as to the attempt in this bill to wipe out the history of the other trails. There is no question that from winter quarters to Fort Laramie the Mormon Trail was distinct and separate, and apart from the Oregon Trail, the old Emigrant Trail, or the Cherokee Trail. Now, I am objecting to this bill attempting to abolish any reference whatever to the Mormon Trail when the proposed route does not go over that at all, unless there be an attempt in the last resolution introduced here making the starting point at Council Bluffs, for a road on the north side of the Platte River. I object to this bill attempting to abolish the old Mormon Trail, which was north of the Platte River. The trail now proposed starts from two or three points on the Missouri—one at Independence, Mo., one near St. Joseph, Mo., and another near Council Bluffs, Iowa. I am objecting to this bill because it attempts to do away with the old Salt Lake Trail, which I will show is the exact route of the old Salt Lake Trail as described by Inman and Cody. The old Salt Lake Trail was south of the river, and in many places approached the same vicinity and the same towns, using the towns now designating the localities, as did the Oregon Trail and these other trails.

Mr. SMITH. In view of the fact that you are convinced, or appear to have proven to your own satisfaction, at least, that the Oregon Trail, that is, the trail traversed by the pioneers to the Oregon country, was not identical with the Mormon Road and the Emigrant Road, would you be satisfied to eliminate those words in page 3, lines 1 and 2: "and variously known as the Overland Trail, the Mormon Road, the Emigrant Road, and the Oregon Trail"?

With that change in the bill, would you then still be opposed to the enactment of the measure?

Mr. LEATHERWOOD. Yes; for reasons which I am just about to advert to. I am simply here to present my views and the views of the people I represent with reference to the bill as a whole, but in any event I do think that that language should be taken out of the bill, because I see no reason why, if Congress should see fit to designate the Oregon Trail, that we should go beyond that and attempt to put all others out of commission. I can not see any motive for it, and no historical foundation for so doing.

I now advert to the question of the policy of the Government or of the Congress of the United States entering upon the field of this legislation in naming trails by legislative act. We have, as you gentlemen all are well aware, in all of these Western States the Federal-aid highways by which the Federal Government is cooperating with the State governments in the construction of highways. At the present time there are negotiations on between the Department of Agriculture and the American Highway Association looking toward an uniform method of designating these Federal-aid roads, and particularly the roads that I may designate as transcontinental through that country westward from the Missouri River.

Mr. MANLOVE. What is the American Highway Association?

Mr. LEATHERWOOD. It is an association made up of the various State highway associations.

Mr. MANLOVE. It is not official?

Mr. LEATHERWOOD. Not official in the sense that it is a governmental or Federal agency, but that it is an association which is very much interested with reference to the development of the highways of the country as a whole, and it cooperates with State officials in the development of the State highways. I have no doubt that as a result of this conference or convention which is to be held in the near future an uniform method will be devised for marking these highways. Now, I think that the Congress should be a little slow in designating these highways in advance of what may be developed as to a uniform method of marking and designating highways. As a traveler, in a limited sense, by automobile over these western roads, I want to say that it is very advantageous to have these roads designated and marked by number. The Lincoln Highway originally was marked by markers distinctive of that great highway. It is now embraced in the various systems of highways and designated from Chicago west—I limit my observation to that because I have traveled that road—by numbers. It is much easier for a traveler going for the first time over those roads to follow the road number; when he sees 23 on the telegraph pole or a post by the side of the road he knows that he is headed for his destination. You follow that system much more easily than you do the system of red, white, and blue tin markers. Most of them are shot off the poles or trees where they are put, but the painted number on the poles that the highway association puts there is something that stays; it is not something for every boy in the neighborhood with a .22 rifle to use as a target.

Mr. SMITH. In that instance, it would be necessary for the tourists to carry a map with an index on it, showing what road is 23.

Mr. LEATHERWOOD. There is no tourist now but what has some idea of what road he is going over. If he does not have a map he is a very negligent or inexperienced traveler.

Now, there is at this time extending from the city of Omaha along the north side of the Platte River a great national highway known as the Lincoln Highway, not named as such by any governmental agency, as I understand it, but by some private association. That road has been improved so that from the city of Omaha to North Platte, it is improved and is a very good highway. Across the State of Iowa, the State of our good chairman, the Lincoln Highway is rapidly becoming a boulevard. From 80 miles west of Clinton, Iowa, to the city of Chicago, is a hard surfaced boulevard. I am wondering why this road apparently avoids the Lincoln Highway in some of this country. I am fairly familiar with the country from Kansas City to a point where the proposed highway reaches the Platte River, I think in the vicinity of Kearney or Grand Island. Whenever you start catty-cornered, if I may use the word, through that country, you do not have the kind of roads that you do going east and west. I happen to know that through Kansas and Nebraska that is not a very desirable road for tourists and that very few tourists take that route in going westward. They either go westward through the State of Kansas much further west over the Santa Fe Trail or other trails paralleling the Santa Fe Trail or follow the Lincoln Highway west-

ward to Cheyenne. The Lincoln Highway from North Platte follows the line of the Union Pacific Railroad into Cheyenne, over the Continental Divide just west of Cheyenne and down into Laramie, and follows the general line of the Union Pacific to Rawlins, Rock Springs, and Evanston, Wyoming.

Over the Continental Divide, known as Sherman Hill, there is no finer road in America. It is made of a red gravel peculiar to that locality. Hundreds of miles of the Union Pacific Railroad have been ballasted by the use of that sand and gravel. I am not going to say anything about the road designated in this bill from North Platte through Scottsbluff, the home of Mr. Simmons, up past Fort Laramie. I am quite familiar with the country further west from the Sweetwater through South Pass and down into the vicinity of Granger, Wyo. Why you should designate a transcontinental highway over this particular section of this road, is, to a man who has traveled and knows what its physical conditions are, beyond my comprehension. I call your attention, gentlemen, to this fact, that if it is the idea to follow Federal aid highways—and that seems to be the purpose of this bill to designate another Federal aid transcontinental route—if that is what you are attempting to do, then you should follow easy and feasible routes as nearly as possible. I say without fear of successful contradiction, from personal observation, that a great portion of this road from Torrington, in the State of Wyoming, along the Sweetwater and through the South Pass is closed most of the year. I do not care if you had a concrete boulevard built through South Pass, because of its location it is one of the first places in the State of Wyoming to be snowbound in the fall, and one of the last places in the spring to yield up its treasure of snow. From the west end of South Pass through Eden, or any of the roads leading down to the Lincoln Highway, the traveler would find the road almost impassable.

I would not want to inflict any punishment on this committee, but I would like to have taken you over some of the road that I traveled in that vicinity last summer at the height of the tourist season. One of these bills brings this highway back to the Lincoln Highway in the vicinity of Rock Springs. The other, I think, makes Granger the objective point, following the Sublette cut-off, avoiding the Lincoln Highway and Union Pacific until it gets to Granger, and then west from Granger, as described in the bill.

I have already shown you gentlemen that much of the original traffic over the trails after it left South Pass went to Fort Bridger, and from Fort Bridger, part of it went down the Weber River to the north end of Great Salt Lake. Do not confuse Great Salt Lake with the city of Salt Lake. I mean from the north end of Great Salt Lake another portion of it went down the Bear River to the north end of Great Salt Lake. From there it followed the present line of the Oregon Short Line to Fort Hall, and some of it diverged in Idaho or eastern Oregon, south of the Mount Hood country—Mr. Sinnott is more familiar than I with that portion—into the valley of the Willamette, and still another portion went into the Columbia River country.

Now, we think it is inadvisable to attempt to designate a Federal highway through this Wyoming country, as described in the proposed resolution.

I will call your attention now to a letter which I hold in my hand, written to me in response to a letter which I wrote to Secretary Gore,

of the Department of Agriculture, relative to this question. I wrote him, inquiring as to whether or not it was contended that any of these bills or resolutions follow the historic route of the Oregon Trail, and under date of February 9, 1925, I received this response from the Secretary; omitting the formal part of the letter, as follows:

Reference is made in your letter of January 23, concerning S. 2053 and House Joint Resolution 232—

At that time I did not know that we had House Joint Resolution 328—

Sometime since, a request was made of the Bureau of Public Roads for designation of a route following the present established Federal aid highway system as closely as practicable along the general route of the old Oregon Trail. This routing was supplied on the basis indicated, and when the route was included in S. 2053 questions were immediately raised by a number of people as to the actual route of the Oregon Trail.

Since these questions were raised a further search has been made through the immediate available records to determine if possible the more exact locations that the physical lines follow. From the information so far available we are inclined to the belief that towns lying as much as 100 miles apart, or even more, might claim with a considerable measure of historical background that they are now located upon the site of the Oregon Trail; that is, there is evidence to indicate that the actual movement of people from Missouri River points into Oregon, in some of the States at least, followed a wide strip of country.

In view of the fact that the exact physical location of this historical route has been called into question, I do not feel entirely satisfied with the information we have so far been able to obtain. I have, therefore, asked the Bureau of Public Roads to secure any information, from historical societies of the various States, indicating whether or not they have agreed upon a description which locates the trail with greater accuracy than the data to which we have already had access. Such information as may be acquired in this way will be made available to all of those who are interested in the matter.

Mr. SMITH. What is the date of that letter?

Mr. LEATHERWOOD. February 9, 1925, signed by Howard M. Gore, Secretary of Agriculture; and I am informed that the Department of Agriculture is now carrying on just such an investigation as I have in my humble way in a very meager manner presented to the committee already with reference to the location of these trails. Now, it is perfectly apparent from this letter that when this legislation was about to be initiated it was sought to enlist the Department of Agriculture in designating a Federal-aid highway, and that the department had something to do some place with the framing of this legislation. Believing that, I tried to get Mr. MacDonald's views. He is Chief of the Bureau of Public Roads, and I hold in my hand a letter received from him under date of January 20, 1925, inclosing copy of resolutions passed by the American Association of State Highway Officials at their November, 1924, annual meeting in regard to trail marking. I hesitate to take the time of the other gentlemen to read that, but briefly the resolution warns against people collecting money, private associations collecting money for marking trails, and deals with various matters. With the permission of the committee I will insert the letter and accompanying resolution in the record.

(The letter and resolution referred to are as follows:)

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
Washington, D. C., January 20, 1925.

Hon. E. O. LEATHERWOOD,
House of Representatives.

MY DEAR MR. LEATHERWOOD: My attention has been called to your letter of January 14, and for your information I am inclosing copy of resolution passed by

the American Association of State Highway Officials at their annual meeting in November, 1924. In accordance with this plan, a committee composed of State highway officials and members of this bureau will soon be appointed by the Secretary to undertake the fixing of standard signs and markings for the Federal-aid highway system, and I presume that questions such as this will be considered by that committee.

Very truly yours,

THOS. H. MACDONALD,
Chief of Bureau.

REGARDING TRAIL MAKING

Whereas this association has adopted the report of the subcommittee on traffic control and safety, recommending the immediate selection of transcontinental and interstate routes from the Federal-aid road system, said roads to be continuously designated by means of standard highway marking signs and protected by standard traffic warning signs; and

Whereas this system of highways when established and marked will satisfy the demand for marked routes on the part of transcontinental and interstate traffic, thus meeting the need which has been met in the past in a measure by the marked trails established by the reputable trails associations; and

Whereas many individuals have sought to capitalize the popular demand for interstate or cross-country routes by organizing trails, collecting large sums of money from our citizens, and giving practically no service in return, with resulting discredit to the reputable trails associations which have heretofore rendered distinct public service by stimulating highway improvement, maintenance, and marking: Now therefore be it

Resolved, That this association hereby recommends to the several States that the reputable trails associations now existing be permitted to continue their markings during their period of usefulness, pending the establishing of the proposed marking system, unless such action shall conflict with the marking systems and policies now in force in the several States; and be it further

Resolved, That no trail association be permitted to establish further routes on State or Federal-aid routes; and be it further

Resolved, That we hereby warn the citizens of this Nation to investigate carefully the responsibility of trails organizers and demand convincing evidence insuring proper expenditure of funds before contributing to or otherwise supporting such agencies.

Squarely, now, the State associations are opposed to any advance along this line until something else is done.

If I am able to interpret the position of Secretary Gore and of Mr. MacDonald, the Chief of the Bureau of Public Roads, it is this, that they want to arrive at some system before we proceed to muddy the water and by legislation attempt to enter upon a system of marking or trail making. All the other trail associations, I take it, would have the same objections which I have emphasized.

Now, I hesitate to say one other thing before I proceed, but we are all interested in the things that affect our own State. I see some things, I think, which would grow out of this, and let me parenthetically say here that I do not in any way impute to any of the gentlemen who have initiated this legislation, and I do not want my good friend from Idaho, Mr. Smith, to infer that I think he was actuated by any selfish motive; I think he had the big historical viewpoint, but there are some things that are not historical that affect us from a selfish standpoint, if the Government is going to enter upon this system of marking trails out there.

We have, as I said, from Sherman Hill, near Cheyenne, in the great State of Wyoming, following the main line of the Union Pacific, a good highway, and the State of Wyoming, through its taxpayers and through Federal aid, is doing a magnificent work in improving and making it one of the great transcontinental boulevards across the

country. When we get to within a mile of Granger, the Lincoln Highway swerves to the left and goes into Fort Bridger to the south and west of Granger, and a wonderful amount of work has been done there by the State of Wyoming, and so we have a good road from there through Fort Bridger and into Evanston and over the Divide down Echo Canyon. The State of Utah is doing a great work. To make that artery a good highway, Wyoming has also built a good road from Evanston to Cokeville and on to the boundary line between Wyoming and Idaho.

I know my good friend from Idaho will not resent this, but there is not much of a highway from the Idaho line down over this designated road to Montpelier. It is a bad piece of road.

Mr. SMITH. It will soon be better, I hope, under the plans of the State highway commission.

Mr. LEATHERWOOD. I hope so. Now, some good soul all last summer, I do not know who prompted it, stayed at Granger, and every wayfaring man who happened to pause in that vicinity and was uncertain about the roads, got some very positive directions as to where to go and how to go. In other words, somebody was at Granger during last summer trying to divert from the Lincoln Highway the westbound traffic. I speak advisedly, gentlemen, because I got into my car, drove to Granger, played the tenderfoot and traveler without information and got a bountiful supply. The description given to me of the road over which I would have to travel from there to my home city was indeed a wonderful tale of peril and of vicissitude. I do not know who this good soul was, that is, who kept him there, but he was there from early morn until late at night directing the traffic. I would not detract one thing from any of the other States of the great Northwest. God knows there is enough outdoors there for us all to see and enjoy, but, gentlemen, from the selfish standpoint I do not want any markings emphasized by the Congress of the United States now, which will tend to divert travel from one great road across the country on to some other. I want those trails marked according to the system of State highways, and such as may be indorsed by the Department of Agriculture, and then I want the traveling public to be allowed to elect whither they will go and by what one of the designated roads.

I appreciate very highly, Mr. Chairman, the courtesy which you and the members of your committee have extended to me, and I trust that some of the matters to which I have called your attention will receive most careful consideration in your further deliberations on this bill.

Some of the members of the committee have been very much interested in this data of the old Mormon Trail. It has been suggested to me that it be inserted in the record as a portion of my remarks to the committee. If the chairman desires to do so, I submit it for that purpose. I trust that after it has served its purpose the copy may be returned to me because it has some historical value, and the copies are limited in number.

The CHAIRMAN. Is there objection to this request? Without objection the record referred to will be inserted in the record.

Mr. LEATHERWOOD. It is volume 9 of the Historical Record and deals with the travel across from Winter Quarters to Salt Lake City.

(The statement referred to is as follows):

[From the Historical Record, volume 9, January, 1890]

THE PIONEERS OF 1847

In early church history three distinct semireligious and military organizations vie with each other in point of general importance and significance, partly because of the great results which accrued from their labors and partly because of the excellent opportunities which they gave the individual members who participated in them to show their integrity, perseverance, and manhood in the midst of the most trying circumstances. One of these organizations is Zion's Camp, consisting of 205 men, besides a few women and children, who went up to Missouri with the Prophet Joseph in 1834, for the purpose of assisting in the redemption of Zion; the second is the Mormon Battalion, consisting of nearly 600 men, women, and children, who made one of the hardest foot marches on record in the service of their country in 1846 and 1847, and the third is that body of men who, under the leadership of President Brigham Young, led the way to the valleys of the Rocky Mountains in 1847 to seek a new home for the saints who had been expelled from their homes in Illinois.

At the date of this writing nearly all the members of Zion's Camp have passed away from this sphere of action, and the few remaining pioneers of 1847 are also dropping off one by one, while quite a number of the Battalion boys, who, when the famous journey to California was made, were mostly young men, are still alive, though necessarily now somewhat advanced in years. In this article we will endeavor to give a somewhat full account of the pioneers, the journeyings of the other two organizations named having already been briefly narrated in a previous volume of the record.

Being the victims of a relentless religious persecution, the saints were forced to leave the beautiful city of Nauvoo, Ill., in the year 1846, their advance companies crossing the Mississippi River in the beginning of February, and after a partial organization on Sugar Creek, the weary journey westward through the wilderness was commenced. Their destination was unknown, and even President Brigham Young and his brethren of the Twelve Apostles, who led the "Camp of Israel," knew not to what particular locality in the far West they would bring their people, save that they were aiming for the Rocky Mountains, where years before the prophetic eye of Joseph Smith, the Seer, had seen the saints become a mighty people.

California and Oregon, which at that time began to awaken the interest of the civilized world, was warmly recommended to the saints by many influential men in the Nation, as being in every respect suitable for such a community as the "Mormon" people to locate in; but President Young clearly foresaw that if he brought his people to the Pacific coast (whither Missourians and other emigrants already were wending their way in large numbers) renewed persecutions and drivings would undoubtedly follow in the near future, as the saints there necessarily would be brought in contact with many of their old enemies; while, on the other hand, if they chose some isolated spot of country where nobody else desired to locate, they might be permitted to live in peace and prosper. Hence, President George A. Smith was undoubtedly right when he wrote that President Young was "led by the inspiration of the Almighty (for no one of the company knew anything of the country) directly to Great Salt Lake Valley, having sought out and made a new road 650 miles and following a trapper's trail nearly 400 miles."

At this time not much more was known of the country adjacent to the Great Salt Lake than that which its name, the Great American Desert, implied, although explorers and trappers had traversed it in part for some years past. By way of introduction we will briefly refer to some of the most important of these explorations, and also to the commencement of the great overland travel from the United States to the Pacific coast.

From Santa Fe, N. Mex., which was first settled in the beginning of the seventeenth century, the Spaniards sent out several exploring expeditions to the North and West, but it is not known whether any of them ever visited the region around the Great Salt Lake until the year 1776, when two Franciscan friars, namely, Francisco Atanasio Dominguez and Silvestre Velez de Escalante, set out from Santa Fe, accompanied by seven others, for the purpose of discovering a direct route to Monterey, Calif. Entering the new country now embraced in Utah from the east they discovered Utah Lake, September 23, 1776.

"Half a century passes," writes Hubert H. Bancroft, in his history of Utah, "and we find United States fur hunters standing on the border of the Great Salt Lake, tasting its brackish waters, and wondering if it is an arm of the sea."

"First among these, confining ourselves to authentic records, was James Bridger, to whom belongs the honor of discovery. It happened in this wise. During the winter of 1824-25 a party of trappers, who had ascended the Missouri with Henry and Ashley, found themselves on Bear River, in Cache or Willow Valley. A discussion arose as to the probable course of Bear River, which flowed on both sides of them. A wager was made and Bridger sent to ascertain the truth. Following the river through the mountains the first view of the great lake fell upon him, and when he went to the margin and tasted the water he found that it was salt. Then he returned and reported to his companions. All were interested to know if there emptied into this sheet other streams on which they might find beavers, and if there was an outlet; hence, in the spring of 1826, four men explored the lake in skin boats.

"During this memorable year of 1825, when Peter Skeen Ogden, with his party of Hudson's Bay Co. trappers was on Humboldt River, and James P. Beckworth was pursuing his daring adventures, and the region round the great lakes of Utah first became familiar to American trappers, William H. Ashley, of the Rocky Mountain Fur Co., at the head of 120 men and a train of well-packed horses, came out from St. Louis, through the South Pass and down by Great Salt Lake to Lake Utah. There he built a fort, and two years later brought from St. Louis a 6-pounder which thereafter graced its court. Ashley was a brave man, shrewd and honest; he was prosperous and commanded the respect of his men. Nor may we impute to him lack of intelligence, or of common geographical knowledge, when we find him seriously considering the project of descending the Colorado in boats, by means of which he would eventually reach St. Louis. Mr. Green, who gave his name to Green River, had been with Ashley the previous year; and now for three years after the establishing of Fort Ashley at Utah Lake, Green with his trappers occupied the country to the west and north."

From Great Salt Lake in August, 1826, Jedediah S. Smith set out on a trapping and exploring tour with 15 men. Proceeding southward he traversed Utah Lake, called for a time Ashley Lake, and after ascending Ashley River which, as he remarks, flows into the lake through the country of the Sampatches, he bent his course to the west of south, passed over some mountains running southeast and northwest, and crossed a river which he called Adams (the Sevier) in honor of President Adams; whence he continued southwest until he reached southern California.

In the autumn of 1830, that part of the country now embraced in Utah was traversed from southeast to northwest by a trapping party under William Wolf-skill. The company was fitted out in New Mexico, and the "great valley of California" was their objective point. Leaving Taos in September, they struck northwesterly, crossing the Colorado, Grande, Green, and Sevier Rivers, and then turned south to the Rio Virgin, all the time trapping on the way.

During the winter of 1832-33, B. L. E. Bonneville, a Frenchman by birth, but at the time of his explorations a captain in the United States Army, made his camp on Salmon River, and in July, 1833, was at the Green River rendezvous. Among the several trapping parties sent out by him in various directions was one under Joseph Walker, who with some 36 men went to trap on the streams falling into the Great Salt Lake.

The early emigrants to Oregon did not touch Utah and those to California via Fort Bridger, for the most part merely passed through, leaving no mark. The emigrants to Oregon and California in 1841 came together by the usual route up the Platte, along the Sweetwater and through the South Pass to Bear River Valley. When near Soda Springs those for Oregon went north to Fort Hall, while those for California followed Bear River southward until within 10 miles of Great Salt Lake, when they turned westward to find the Ogden (Humboldt) River. Of the latter party were J. Bartleson, C. M. Weber, Talbot H. Green, John Bidwell, Josiah Belden, and 27 others. Their adventures while in Utah were not startling. Little was known of the Salt Lake region, particularly of the country west of it.

In 1842, Marcus Whitman and A. L. Lovejoy on their way from Oregon to the United States passed through Utah from Fort Hall, by way of Uintah, Taos, and Santa Fe.

In 1843, John C. Fremont, the famous adventurer, explorer, and surveyor, followed the emigrant trail through the South Pass, "and on the 6th of September," writes Mr. Bancroft, "he stood upon an elevated peninsula on the east side of Great Salt Lake, a little north of Weber River, beside which stream his party had encamped the previous night. * * * Black clouds gathered in the west, and soon were pouring their floods upon the explorers. Camping some distance above the mouth on Weber River, they made a corral for the

animals, and threw up a small fort for their own protection. Provisions being scarce, seven of the party under Francois Lajeunesse were sent to Fort Hall, which place they reached with difficulty, after separation from each other and several days' wanderings.

"Leaving three men in camp, with four others, including Kit Carson, who was present, Fremont on the 8th embarked in a rubber boat and dropped down to the mouth of the stream, which the party found shallow and unnavigable. Next morning they were out on the lake, fearful every moment lest their air-blown boat should collapse and let them into the saline but beautiful transparent liquid. At noon they reached one of the low near islands and landed. They found there, washed up by the waves, a dark-brown bank, 10 or 20 feet in breadth, composed of the skins of worms, about the size of oats, while the rocky cliffs were whitened by incrustations of salt. Ascending to the highest point attainable, they took a surrounding view and called the place Disappointment Island (now Castle Island, or, as some call it, Fremont Island), because they had failed to find the fertile lands and game hoped for. Then they descended to the edge of the water, constructed lodges of driftwood, built fires, and spent the night there, returning next day in a rough sea to their mainland camp. Thence they proceeded north to Bear River, and Fort Hall, and on to Oregon. On his return by way of Klamath and Pyramid Lakes, Fremont crossed the Sierra to Sutters Fort, proceeded up the San Joaquin into southern California, and taking the old Spanish trail to the Rio Virgin followed the Wasatch Mountains to Utah Lake.

"There was a party under Fremont in Utah also in 1845. Leaving Bent Fort in August, they ascended the Arkansas, passed on to Green River, followed its left bank to the Duchesne branch, and thence crossed to the headwaters of the Timpanogos (the Provo), down which stream they went to Utah Lake. Thence they passed on to Great Salt Lake, made camp near where Great Salt Lake City is situated, crossed to Antelope Island, and examined the southern portion of the lake. After this they passed by way of Pilot Peak, into Nevada."

Concerning the first overland travel the following may be of interest:

According to Bancroft's History of Wyoming, Ezekiel Williams, a hardy frontiersman and trapper in the employment of the Government, was the first white man known who, at the head of an escort, attempted to reach California via the South Pass, but while upon the headwaters of the North Platte, he was attacked by Indians who killed five of his men and drove off the horses of the expedition. This was in 1807. Williams then moved southward, wandering among the mountains until the spring of 1808, when he reached the South Platte.

The first recorded expedition which passed through what is now Wyoming Territory from the east was that of Wilson Price Hunt in 1811, who conducted to Oregon the overland part of the Pacific Fur Co., which founded Astoria. This expedition left the Missouri River at the mouth of the Big Cheyenne and following the general course of that stream to and along the base of the Black Hills, traveled westward across Powder River Valley and Big Horn Mountains to Wind River, where they turned south to find grass and game, coming to the upper waters of the Colorado, known to trappers as Spanish River (Green River), whence they found their way to Snake River. The following year (1812) Robert McLellan, Ramsey Crooks, Robert Stewart (members of Hunt's expedition), and two Frenchmen, returned east, but all their horses were stolen by Indians in the mountains, and they were compelled to finish their journey on foot to the Missouri. Avoiding their former route over mountains they followed the Platte from its headwaters to its mouth, "being the first to travel that natural highway to the Pacific coast so generally pursued."

In 1820 Maj. Stephen H. Long, under orders from the Government explored the Platte Valley as far west as the junction of the North and South Forks. The result of his expedition was to attract attention to the central overland route to the mountains, which finally made the Platte, North Platte and Sweetwater valleys the great thoroughfare of Pacific travel.

"In 1822," writes Hubert H. Bancroft in his History of Wyoming, "William H. Ashley, a Virginian, by birth, * * * with the assistance of Mr. Henry, erected a fort on the Yellowstone. * * * In 1824 he enlisted 300 men and again sought the mountains, following the Platte to the South Pass, exploring and naming the Sweetwater, and appointing a rendezvous with the Indians on Spanish River, which he named, after a member of his company, Green River. He pushed his explorations to Utah Lake, discovered first by Escalante in 1776, but seen by no American before Ashley, who gave it his own name. Here he erected a post, and in two or three years collected \$180,000 worth of furs, selling

out his establishment in 1826 to the Rocky Mountain Fur Co., formed that year in St. Louis, with Jedediah S. Smith, William L. Sublette and David E. Jackson at the head. They had been leaders under the North American Co., and were well equipped to succeed to the business, in which they were also successful. To them belongs the distinction of having taken the first wagons from the Missouri to the mountains, ten of which, each drawn by five mules, and two carts, rolled the whole distance from St. Louis to Wind River rendezvous, the wagons carrying 1,800 pounds each, and traveling from 15 to 25 miles a day.

"They reported to the Government that there was no obstacle to crossing to the west side of the Rocky Mountains with wagons, had they desired to do so. The next year they brought out 14 wagons, and the use of wheeled vehicles became common on this route. In the meantime the Missouri Fur Co. had been revived * * * and had its trappers in the country about the South Pass, although its principal territory was among the Sioux, Ricaras and other Missouri River tribes. About 1830, the Rocky Mountain Co. was reorganized with Milton Sublette, James Bridger, and Fitzpatrick at the head with several other partners. They had, together with the other fur companies, men enough in the mountains about the headwaters of the Platte, Green, and Snake Rivers, and on the Yellowstone branches, to constitute a regiment.

"In 1832, Capt. E. L. Bonneville, an Army officer on leave, led a company of 110 trappers to the mountains in search of profit and adventure. He was assisted by I. R. Walker and M. Serre, leaders. They traveled the Platte route, with a caravan of 20 wagons—some drawn by oxen, which were the first 'bull teams' on this line—laden with Indian goods, provisions, and ammunition, which were all taken through the South Pass into Green River, being the first wagons to roll down the western slope of the Rocky Mountains. Here he erected a fortified camp, and remained in the mountains hunting furs, fighting Indians, and exploring for three years.

"It does not seem that it was the custom of the fur companies to erect forts, except in case of necessity, where the Indians were of a predatory and hostile disposition, which was not the character of those on the west side of the mountains to any serious degree. On account of the Blackfoot and Crow Nations, whose habits were more warlike, a number of forts were established on the Missouri and the main Yellowstone, * * * but within the territory which now constitutes Wyoming. Bonneville erected the first fortification, at the junction of Lead Creek with Green River, in 1832, the remains of which may still be seen. The Indians becoming more troublesome as they became better acquainted with white men and the temptations offered by their wealth, the necessity for forts increased. Rivalry in trade was another incentive to building posts."

Under these circumstances Fort Laramie was erected in 1834, which was the only permanent establishment made before 1842, when Fort Bridger was built.

In 1834-39, parties of missionaries, men and women, crossed the plains and mountains descending to the shores of the Pacific. The two first white women who traveled across the continent that way were Mrs. Narcissa Whiteman and Mrs. Spalding, who accompanied their respective husbands on their pilgrimage as missionaries to the Pacific coast in 1836.

In 1841, P. J. DeSmet, a Catholic of the Jesuit order, established a mission west of the Rocky Mountains, among the Flathead Indians.

"In 1841," writes Mr. Bancroft, "passed the forts the first deliberate emigration to Oregon and California of men, women, and children 15 in number. The same year passed Bidwell's California company. In 1842, Elijah White's Oregon company of 112 men, women, and children, and a train of 18 great Pennsylvania wagons, cattle, pack mules and horses. Bordeaux was in charge of Fort Laramie at that time, and gave the emigrants timely advice and assistance, although they grumbled much at the price of provisions in the mountains. The trappers had done the same before them, and were often half starved, while their employers rolled in wealth which their toil had accumulated. In 1843 passed the fur company's posts, an army of occupation destined for the Columbia River, consisting of 1,000 men, women, and children, with draft cattle, herds of cows and horses, farming implements, and household goods."

In 1844 several companies of Missourians crossed the plains and mountains on their way to Oregon. One of these was led by the notorious Cornelius Gilliam, known in church history as a persecutor of the "Mormons." He started out with a view to establishing an independent colony, which seemed to suit his fancy and the temper of the men who went with him.

The emigration of 1845 was larger than any that had preceded it. Five large companies, with 244 wagons left the Missouri frontiers and traveled by way of the Platte, the South Pass, and Green River to Oregon that year. In 1846 the emigration was not quite so large, being estimated at 2,500 persons, mostly men, of whom about 1,700 went to Oregon and the remainder to California.

The immigrants destined for California were met in the region of Fort Bridger by Lansford W. Hastings, who already had made two trips to the Pacific coast, and James M. Hudspeth. These men induced several of the immigrants to save several hundred miles and to avoid many hardships by taking "the cut-off" south of the Great Salt Lake, partly explored by Fremont the year previous. Hastings in his partisan zeal, supported by the proprietors of Fort Bridger for their own interests, exaggerated the advantages and underrated the difficulties of the new route. Edwin Bryant, who led one of the immigrant companies, decided to follow the new route which brought them by way of Bear River, Echo Canyon, and down the Weber River to Great Salt Lake Valley. This party with pack mules, being guided by Hudspeth for a part of the way, was the first of the season to reach California. Two other parties, those of George Harlan and Samuel C. Young, were guided by Hastings in person, and had much difficulty in finding a way for their wagons through Weber Canyon. Subsequently they lost most of their livestock in the Salt Lake desert, but at last reached the old trail and were the last to cross the Sierra Nevada Mountains that season. The ill-fated Donner company, which left the Oregon road July 22, 1846, and reached Fort Bridger on the 25th, also resolved to take the "cut-off." They started from the fort on the 28th, only a few days behind Hastings, from whom they soon received a letter advising a new change of route to avoid obstacles encountered by the other company in the Weber Canyon. James F. Reed and two companions were sent to overtake the advance company, obtain additional information and explore the route—an operation which consumed a week or more; and then the whole party started by the new "cut-off," up East Canyon, over the Little and Big Mountain, and thence down Emigration Canyon to the valley. This proved a most difficult way, so much so that all of August passed before they reached the valley.

From the southern extremity of the lake they directed their course to the northwest, crossing the desert from the 9th to the 15th, with great suffering and loss of cattle. It was about the end of September when the company struck the old emigrant trail on the main Humboldt, long after the last parties of California immigrants for the season had passed. At the end of October the further progress of the company was stopped by a terrible snowstorm, and the poor immigrants were compelled to remain in the region of the Truckee River and Lake until spring, during which 39 of the 87 persons which originally composed the company when they left the Oregon road died of starvation and cold. The residue, after subsisting for weeks on the flesh of their dead companions, were finally rescued by relief parties sent out from California early the following spring.

In 1847, during which year the Mormon pioneers made their famous journey from winter quarters to the valley of the Great Salt Lake, between four and five thousand Oregon emigrants crossed the plains.

When the advance companies of the saints set out from Nauvoo in the spring of 1846, it was hoped that at least a part of them that same year would succeed in reaching some valley in the Rocky Mountains where the saints could locate permanently that same year; but the call of the Government for 500 Mormon volunteers to participate in the War with Mexico made this impossible, as the young and able-bodied men who should have gone as explorers and pioneers enlisted as United States soldiers. Hence winter quarters, on the west bank of the Missouri River and nearly 300 miles west of Nauvoo, was established. There and in the surrounding country the exiles spent the dreary winter of 1846-47, suffering in many instances extremely from sickness and want of adequate shelter.

Early in the spring of 1847 preparations were again made to send out a body of men to the Rockies to find a new gathering place for the saints. The men selected to undertake the hazardous journey responded cheerfully to the call; the necessary teams, camp equipage, and provisions were provided, and on the 5th of April, 1847, Heber C. Kimball moved six of his teams (which he had equipped and prepared to form part of the company) out of winter quarters. After traveling 6 miles in a westerly direction they camped in a convenient place, thus forming a kind of nucleus for the rest of the company to gather to. On the 7th of April, after attending the general conference of the church, held at Winter Quarters.

on the 6th, President Brigham Young started for the west and joined the pioneer camp, which was then located about 10 miles west of winter quarters. From that point the pioneers continued the journey to Elkhorn River,¹ where the news reached them that Elder Parley P. Pratt had arrived at winter quarters from England. Consequently President Young and the brethren of the twelve who were with him returned to that place and held a council with Elder Pratt in Dr. Willard Richard's office. On the 9th of April the twelve again started on their journey for the west and on Sunday, April 11, joined the pioneer company on the Elkhorn, which stream was crossed by means of a raft that had been constructed previously.

Before making the final start for the mountains, President Young and the twelve who were in the camp once more returned to Winter Quarters to greet Elder John Taylor, who had just arrived from England, bringing with him over \$2,000 in gold, contributed by the British saints to the church.

Leaving Winter Quarters a third time on Wednesday, April 14, 1847, the apostles joined the pioneer camp in the evening of the 15th, at a point 12 miles west of the Elkhorn, and about 47 miles from Winter Quarters. The following day (Friday, April 16) the people in the camp were called together and organized with captains of hundreds, fifties and tens, as follows:

Captains of hundreds: Stephen Markham, Albert P. Rockwood.

Captains of fifties: Addison Everett, Tarlton Lewis, James Case, John Pack, Shadrach Roundy.

Captains of tens: Wilford Woodruff, Ezra T. Benson, Phinehas H. Young, Luke S. Johnson, Stephen H. Goddard, Charles Shumway, James Case, Seth Taft, Howard Egan, Appleton M. Harmon, John S. Higbee, Norton Jacob, John Brown, Joseph Matthews.

Stephen Markham was appointed captain of the guard and was instructed to select out of the camp 50 men in whom he could place implicit confidence. These were to be the standing guard to watch the camp at night—12 of them to act as sentries at a time; and there were to be two parties of 12 every night, each party to perform guard duty one-half the night. In cases where the horses and cattle were staked out to graze at night some distance from the camp, an extra guard was to be selected from the balance of the company, the standing guard not being permitted to leave the immediate neighborhood of the wagons.

The following is a complete list of the members of the pioneer corps, as divided off into companies of tens:

FIRST TEN

1. Wilford Woodruff, captain.
2. Jacob D. Burnham.
3. Joseph Egbert.
4. Marcus B. Thorpe.
5. George Wardle.
6. John S. Fowler.
7. Orson Pratt.
8. John M. Freeman.
9. George A. Smith.

SECOND TEN

10. Ezra T. Benson, captain.
11. Thomas Grover.
12. Barnabas L. Adams.
13. Roswell Stevens.
14. Amasa M. Lyman.
15. Sterling Driggs.
16. Albert Carrington.
17. Thomas Bullock.
18. George Brown.
19. Willard Richards.
20. Jesse C. Little.

THIRD TEN

21. Phinehas H. Young, captain.
22. John Y. Green.
23. Thomas Tanner.
24. Brigham Young.
25. Addison Everett.
26. Truman O. Angell.
27. Lorenzo Young (and wife).
28. Briant Stringham.
29. Albert P. Rockwood.
30. Joseph S. Schofield.

FOURTH TEN

31. Luke S. Johnson, captain.
32. John Holman.
33. Edmund Ellsworth.
34. Alvarus Hanks.
35. George R. Grant.
36. Millen Atwood.
37. Samuel Fox.
38. Tunis Rapoleyee.
39. Harry Pierce.
40. William Dykes.
41. Jacob Weiler.

¹ The Elkhorn is one of the numerous tributaries of the Platte coming in from the north. It rises in Brown County, Nebr., and after a flow of about 225 miles in a southeasterly direction empties into the Platte in Sarpy County, nearly 25 miles above the junction of the Platte with the Missouri. The Elkhorn is described by William Clayton as a beautiful stream about 150 feet wide and averaging a depth of 4 feet. The country in the vicinity is very fine and productive. The bluffs on the east side were, when the pioneers passed, well lined with timber, among the woods being some fine groves of cedar. From the bluffs a little below the ferry could be seen the meanderings of the Platte and the magnificent bottom lands on the north side of it, stretching 15 miles in width and extending up the stream until lost in the distance.

FIFTH TEN

- 42. Stephen H. Goddard, captain.
- 43. Tarlton Lewis.
- 44. Henry G. Sherwood.
- 45. Zebedee Coltrin.
- 46. Sylvester H. Earl.
- 47. John Dixon.
- 48. Samuel H. Marble.
- 49. George Scholes.
- 50. William Henrie.
- 51. William A. Empey.

SIXTH TEN

- 52. Charles Shumway, captain.
- 53. Andrew Shumway.
- 54. Thomas Woolsey.
- 55. Chauncey Loveland.
- 56. Erastus Snow.
- 57. James Craig.
- 58. William Wardsworth.
- 59. William Vance.
- 60. Simeon Howd.
- 61. Seeley Owen.

SEVENTH TEN

- 62. James Case, captain.
- 63. Artemas Johnson.
- 64. William C. A. Smoot.
- 65. Franklin B. Dewey.
- 66. William Carter.
- 67. Franklin G. Losee.
- 68. Burr Frost.
- 69. Datus Ensign.
- 70. Franklin B. Stewart.
- 71. Monroe Frink.
- 72. Eric Glines.
- 73. Ozro Eastman.

EIGHTH TEN

- 74. Seth Taft, captain.
- 75. Horace Thornton.
- 76. Stephen Kelsey.
- 77. John S. Eldredge.
- 78. Charles D. Barnum.
- 79. Almon M. Williams.
- 80. Rufus Allen.
- 81. Robert T. Thomas.
- 82. James W. Stewart.
- 83. Elijah Newman.
- 84. Levi N. Kendall.
- 85. Francis Boggs.
- 86. David Grant.

NINTH TEN

- 87. Howard Egan, captain.
- 88. Heber C. Kimball.
- 89. William A. King.
- 90. Thomas Cloward.
- 91. Hosea Cushing.
- 92. Robert Byard.
- 93. George Billings.
- 94. Edson Whipple.
- 95. Philo Johnson.
- 96. William Clayton.

TENTH TEN

- 97. Appleton M. Harmon, captain.
- 98. Carlos Murray.
- 99. Horace K. Whitney.
- 100. Orson K. Whitney.
- 101. Orrin P. Rockwell.
- 102. Nathaniel T. Brown.
- 103. R. Jackson Redding.
- 104. John Pack.
- 105. Francis Pomeroy.
- 106. Aaron Farr.
- 107. Nathaniel Fairbanks.

ELEVENTH TEN

- 108. John S. Higbee, captain.
- 109. John Wheeler.
- 110. Solomon Chamberlin.
- 111. Conrad Klineman.
- 112. Joseph Rooker.
- 113. Perry Fitzgerald.
- 114. John H. Tippets.
- 115. James Davenport.
- 116. Henson Walker.
- 117. Benjamin W. Rolfe.

TWELFTH TEN

- 118. Norton Jacobs, captain.
- 119. Charles A. Harper.
- 120. George Woodward.
- 121. Stephen Markham.
- 122. Lewis Barney.
- 123. George Mills.
- 124. Andrew Gibbons.
- 125. Joseph Hancock.
- 126. John W. Norton.

THIRTEENTH TEN

- 127. John Brown, captain.
- 128. Shadrach Roundy.
- 129. Hans C. Hansen.
- 130. Levi Jackman.
- 131. Lyman Curtis.
- 132. Matthew Ivory.
- 133. David Power (or Powell).
- 134. Hark Lay (colored).
- 135. Oscar Crosby (colored).

FOURTEENTH TEN

- 136. Joseph Mathews, captain.
- 137. Gillroid Summe.
- 138. John Gleason.
- 139. Charles Burke.
- 140. Alexander P. Chessley.
- 141. Rodney Badger.
- 142. Norman Taylor.
- 143. Green Flake (colored).

Besides these brethren there were three women in camp, namely, Harriet Page Wheeler Young (wife of Lorenzo D. Young), Clarissa Decker Young (wife of Brigham Young), and Ellen Saunders Kimball (wife of Heber C. Kimball). Also two children (Isaac Perry Decker and Lorenzo Zobriskie Young), making a grand total in the pioneer company of 143 men and boys, 3 women, and 2 children, or 148 souls, all told.

The company had 72 wagons, 93 horses, 52 mules, 66 oxen, 19 cows, 17 dogs, and some chickens.

The organization thus far being completed the pioneers broke camp at 2 o'clock p. m., and started on the eventful journey for the Rocky Mountains. They traveled that afternoon (April 16, 1847) about 3 miles, and camped in a line a few hundred yards from timber, where there were plenty of cottonwoods and rushes.

The following daily account of the journey of the pioneers is compiled principally from the writings of Apostle Orson Pratt and Elder William Clayton, but up to May 3 we are depending mainly upon Elder Clayton's journal, from which the following is extracted:

"Saturday, April 17, 1847.—This morning the weather is severely cold, with a strong northwest wind. We started at 9 o'clock and traveled until nearly noon, the distance covered being about 7 miles. We camped close by a cottonwood grove; and the brethren felled hundreds of the trees to feed to the teams that the corn might by this means be saved.

"At 5 o'clock p. m., the people of the camp were called together and organized in military order as follows: Brigham Young was elected lieutenant general; Stephen Markham, colonel; John Pack and Shadrach Roundy, majors. The captains of tens as formerly appointed are to hold similar rank in this military organization. Thomas Bullock was installed as clerk of the camp. Thomas Tanner was appointed captain of the cannon, with the privilege of choosing eight men to manage it in case of necessity. The president then said:

"After we start from this spot, every man must carry his loaded gun, or else have it in his wagon where he can seize it at a moment's notice. If the gun is a cap lock, he should take off the cap and put on a piece of leather to exclude moisture and dirt; if a flintlock, he must take out the priming and fill the pan with tow or cotton. The wagons must now keep together while traveling and not separate as heretofore they have separated. Every man is to keep beside his own wagon and is not to leave it except by permission."

"A little before evening one of the traders' wagons came from the Pawnee village, loaded with furs and peltry, and camped about a quarter of a mile below our encampment."

"Sunday, April 18.—The wind this morning is east and southeast and very cold, accompanied by a slight fall of snow. At 10 a. m. seven more traders' wagons came in and stopped about a quarter of a mile below us, and soon after six mules laden with robes and furs were driven in. The traders say that they have come from the Pawnee village in two days. * * *

"In the afternoon the weather moderated and was much more pleasant, the wind having changed to the south and the sun shining.

"While Father James Case was cutting down a tree for his horses to brouse upon, a gust of wind struck it, and it fell in an opposite direction from the one which he had intended. One of the limbs struck an ox on the neck, knocked the animal down and drove one of its eyes into the socket out of sight. About 10 minutes afterwards the eye returned to its place and the ox seems to have sustained little injury.

"At 5 o'clock the officers of the camp met with President Young, and he detailed the order for camping and traveling hereafter, which was communicated to the companies by the captains of tens as follows: At 5 o'clock in the morning the bugle is to be sounded as a signal for every man to arise and attend prayers before he leaves his wagon. Then the people will engage in cooking, eating, feeding teams, etc., until 7 o'clock, at which time the train is to move at the sound of the bugle. Each teamster is to keep beside his team with loaded gun in hand or within easy reach, while the extra men, observing the same rule regarding their weapons, are to walk by the side of the particular wagons to which they belong; and no man may leave his post without the permission of his officer. In case of an attack or any hostile demonstration by Indians, the wagons will travel in double file—the order of encampment to be in a circle, with the mouth of each wagon to the outside and the horses and cattle tied inside the circle. At 8.30 p. m. the bugles are to be sounded again, upon which signal all will hold prayers in their wagons, and be retired to rest by 9 o'clock."

"Monday, April 19.—At 7.15 a. m. the wagons began to move and in less than a quarter of an hour they were all formed in double file and were proceeding on their journey. We traveled about 15 miles, principally in a westerly course. The roads are very good and the country level on these bottom lands of the Platte River. The flat appears to be 10 or 15 miles wide. Soon after the camp was formed, O. P. Rockwell, Jackson Redding and J. C. Little came in from winter quarters.

"At 3.20 p. m. the wagons began to move again in the same order as this morning. In walking this afternoon with Orson Pratt, I suggested to him the idea of attaching a set of wooden cog wheels to the hub of a wagon wheel, in such order as to tell the exact number of miles we travel each day. He seemed to agree with me that it could be easily done at a trifling expense.

"We traveled until 6 p. m., when we arrived at a pretty open view of the Platte River, and the encampment was formed in a semicircle upon its banks. We have covered about 20 miles to-day, over a continuous, dry, level, sandy bottom. The river here appears to be about a mile wide but very shoal. There is little timber where we are encamped and the water is quite muddy.

"Tuesday, April 20.—We started out at 7.30 a. m. The weather was pleasant except for a strong west wind. Shortly after 9 o'clock we arrived at Shell Creek, which is about 6 or 8 feet wide with a very poor bridge. But we succeeded in getting all the wagons safely over. This was about 5 miles from where we camped last night. We then passed through a small grove of timber and once more entered upon the wide, open prairie. At half past 11 o'clock we stopped by the side of a small lagoon to feed and lunch, 5 miles from Shell Creek. The wind has fallen and it is very warm and dusty. At 1 p. m. we again set out, the horse teams taking the lead. We traveled 10 miles farther and encamped near a cottonwood grove on the banks of the river. About 5.30 p. m. Brother Tanner's bellows and anvil were put in place and a number of wagon tires were set before dark.

"John S. Higbee, Luke Johnson, Stephen Markham, and some others had started with the boat and seine ahead of the camp about noon and went to a lake 2 miles beyond this place. They took over 200 very nice fish and returned with them about the time the camp was formed. The fish were distributed according to the number of persons in each wagon, generally two to a wagon, and the camp enjoyed them very much at supper.

"Wednesday, April 21.—At 7 a. m. I started on foot, the ox teams having already gone in advance. There was some indication of rain and soon a slight shower fell. The wind was from the northeast and rather cool. A little before 9 o'clock an Indian rode up to the first wagon and appeared very friendly. Soon afterward, six or eight others came running on foot from the timber about a mile to the left. * * * At noon we came in sight of the new Pawnee village, in an open spot on the south bank of the Loupe Fork between two bodies of timber. The village appeared to be about three-quarters of a mile south of the road upon which we were traveling. At half past 12 we were opposite the village, and we could then see distinctly upwards of 100 lodges, apparently ranged in several lines, close together and in good order. At 1 o'clock the mid-day encampment was made on the bank of a narrow lake, and guards were instantly placed at the passes, as many of the Indians had followed us. They had waded the river where there was a shoal. One of the Indians presented several certificates from persons who had previously been through the village all declaring that the grand chief of the Pawnees was of a friendly disposition, and stating that they had made him presents of a little powder, lead, salt, etc. Heber gave the Indians a little tobacco and a little salt; President Young gave to the chief some powder, lead and salt; and a number of the brethren each gave a small amount of flour. The old chief, however, did not seem to consider the presents sufficient. * * * But there was no sign of hostility. In fact, all who came to camp appeared to be highly pleased to shake hands with us, and they ran from side to side so that they should not miss one of the brethren. A number of the squaws were on the opposite side of the lake digging roots. Brother Shumway says that there are about 12,000 of the Pawnees in this neighborhood, and it is reported that there are 5,000 warriors. We did not see many of them. Sarpy is at their village trading, and it is uncertain whether he will use his influence for us or against us. * * * Shortly after 2 o'clock p. m., the ox teams started out again and the horse teams soon afterward. The weather had been calm and pleasant for a few hours, but about half past 2 the rain began to descend heavily, accompanied by loud peals of thunder, and vivid flashes of lightning. This continued until 4 o'clock. A stormy north wind blew up, the rain and

thunder ceased, and the air grew very cold. We traveled until 5.30 p. m., and then the encampment was formed on Loupe Fork.

"After the encampment was formed and teams were turned out the brethren were all called together and some remarks were made by President Young, advising that a strong guard be kept around the camp tonight. He called for volunteers to stand guard, and about 100 answered the call. Among them were all the twelve, who were with the company, except Doctor Richards. These volunteers were divided into two companies of 50 each; one company to hold watch during the first half of the night, and the other during the latter half. Those of the twelve who were to watch stood guard with the first company until 1 o'clock at night. Brigham and Heber both held watch. Out of the companies a party stood as picket guard some distance from the camp. The night was very cold,* with a strong wind from the northeast, accompanied by considerable rain. * * * We have traveled to-day about 20 miles, the roads being good and very level. The grass here is short but looks good.

"Thursday, April 22.—Considerable fun was created this morning at the expense of some of the picket guard, whose guns had been 'stolen,' in the night, and Colonel Markham, who had lost his hat in the same way. The owners of the missing property had been found asleep on guard, and our men who discovered them took their weapons as a joke and a warning. But it is extremely difficult for men to keep awake night after night on watch, after toiling and marching through the day, caring for teams, cooking, and performing all the necessary duties of the camp and march. At half past 7 the train proceeded again. * * * Our road this morning runs beside heavy timber and takes a westerly course. After traveling 2 miles we crossed Looking-Glass Creek a small stream about a rod wide and easily forded. Soon after 12 o'clock we arrived on the east bank of Beaver River having traveled 10 miles. This little stream is 20 or 25 feet wide, with swift current and clear, pleasant tasting water. The banks are tolerably well lined with timber. Here we stopped to feed and some of the brethren went to improve the fording place a little, the banks being steep on both sides. At 2 o'clock we started again, the ox teams first. When fording the river some of the brethren stood on the west bank, with a rope fastened to the tongue of each wagon, by which means they helped to get the train up the steep bank. All passed safely over in a very short time. We traveled until after 5 o'clock, when we reached the Pawnee missionary station, which is about 7 miles from Beaver River.

"We found the country more uneven this morning, there being many sharp pitches and rises. The grass appears longer and there are many weeds while the soil looks black and would no doubt yield a good crop of corn. Last fall this missionary station was deserted; and Brother Miller's company being at that time encamped here, they carried the missionaries and their effects to Bellevue, on the Missouri River. A beautiful location is here; on the north and west the place is surrounded by bluffs, on the south by Loupe Fork, at a distance of 6 furlongs, and on the east by descending prairies. Plum Creek runs but a few rods from the house of the missionaries. Its banks are lined with a little timber. There is also a steep bluff on each side, and between these bluffs, in the valley, which is a few rods wide, the Sioux have been in the habit of coming down to make attacks on the Pawnees. The ravine is certainly well calculated to shelter an assailing force from observation. There are several good log houses here; there is considerable land once under cultivation inclosed by rail fences, and a good quantity of hay and fodder—also there are large lots of old and new iron, several plows and a drag, also two stoves—and all apparently left to rot. The Government station is a quarter of a mile below (south) where Father Case lived as Government farmer and received \$300 a year for his labor; but when Major Harvey learned at pay day last November, that Father Case had joined the 'Mormons,' the major very politely dismissed our brother from Government service. Some time since, the Sioux came down and burned the Government station, houses, blacksmith shop, and everything which would take fire; but the missionary station they did not molest. According to my reckoning this place is 134 miles from Winter Quarters. It would be a lovely place to live in. Before dark the president called the brethren together and told them they might use some of the wasting hay and fodder for their teams, but they must not carry anything away, even to the value of a cent. He said that he had no fear of trouble from the Pawnees, but we must be prepared lest the Sioux should come down and try to steal horses. Guards and picket watch were selected to protect the ravine to the north.

"Friday, April 23.—President Young, Heber C. Kimball and others left camp at 8 o'clock a. m., and went to the river to see where we can best ford it.

Some of the people in camp are washing and others are repairing wagons. The day is warm and delightful.

"The president and brethren returned at a quarter to 12 o'clock, and report that we will be obliged to go to a point on the river about 4 miles from here and there build a raft. Tarlton Lewis is appointed to superintend the construction of the raft. A good many old plows and large quantities of old iron are lying deserted in this locality; and President Young states that as the Government is indebted to Father Case in a considerable amount upon unsettled accounts, we are at liberty to take such of these materials and implements as we need; we must make satisfactory settlement with Father Case for them and he must inform the proper governmental authorities of the amount which he thus collects on account.

"I started on foot about noon and viewed the ruins of the buildings and other property burned by the Sioux. From the locality of these ruins the brethren obtained several plows and some bars of iron, which they will haul on shares for Father Case.

"Two miles from Plum Creek we crossed another creek, which, though narrow, was difficult to ford on account of its being very sandy. After 2 miles of further travel we arrived at the point of the river intended as our crossing place. The prospect looks dull for rafting, on account of the rapid current and the numerous bars in the stream. Shortly after 3 o'clock the wagons arrived and some of them were prepared to ford the river. Luke Johnson was the first to cross. He had no load and not even a box upon his wagon; yet it was with difficulty that he got over. Orson Pratt started next with a part of his load. When he had forded the distance of a rod, his horses began to sink in the sand and were powerless to draw. A number of the brethren sprang into the water and lifted on the wheels until Brother Pratt reached the bar in the middle of the stream. He then started for the further bar, but when he had accomplished one-half the distance his horses again sank in the quicksand and one of them fell down. Once more the brethren went to Orson's assistance, detaching his horses from the wagon and leading them across the sand bar. President Young went over in the boat and took the contents of Brother Pratt's vehicle into the slender craft. Then the brethren with a long rope, drew the vehicle over the bar. The teams and wagons of Elders Waodruff, Pack and Wordsworth, were assisted across in the same manner; and then President Young ordered that no more wagons should be carried over in that manner to-night. We moved up the river about a quarter of a mile and made camp at half past 5 o'clock. The river is not more than 2 feet deep, but there are many beds of quicksand which are dangerous to teams and which almost pull a wagon to pieces. Vehicles, in crossing the quicksand, make a noise as if they were rattling over a stone pavement. The country here is indeed beautiful and apparently rich, but there is little timber. We are now camped about a quarter of a mile from the old Pawnee village on a splendid table-land, as pleasant to the eye as heart could desire.

"In the evening the captains of tens were called together and it was decided by vote that two light rafts should be built—Tarlton Lewis to have charge of making one and Thomas Woolsey the other. The boat also will be used for carrying as many as possible of the loads from the wagons. The teams with empty wagons will ford the stream. It is said that after several of the wagons and teams have crossed the sand will be packed down hard and secure. This is believed by several of the brethren who crossed to-day; and they intend to give the theory a fair test to-morrow.

"Saturday, April 24.—This morning is fine but cold. A horse belonging to P. H. Young was killed last night by falling into a ravine and being choked to death by the chain with which it had been staked. This is a grievous loss, for there are scarcely enough horses in camp to make traveling at all comfortable.

"By request of Brother Kimball I went up to the old Indian village immediately after breakfast to obtain a description of it. The village is on the north bank of the Loupe Fork of the Nebraska or Platte River. It is 4 miles southwest of the mission station on Plum Creek and 138 miles from Winter Quarters. The Pawnee Nation is divided into four bands, each having its chief, but all subject to one grand chief. * * *

"All the Pawnees are noted for their love of white people's horses and mules. On the east and west of the village is a fine prairie extending many miles in length. Northwest from the village about a mile and at the foot of the bluffs is an extensive cornfield, in which the stalks are still standing. The Loupe Fork here is 400 yards wide and is very shoal. The bottom is largely quicksand, which makes unsafe fording. About one-half the surface from bank to bank is sand bars, which show above the water.

"The village occupies a space of nearly 40 acres mostly inclosed by a ditch 5 feet wide and an inner bank 4 feet high which, when perfect, formed a good fortification. Some lodges for want of room inside were built outside of the ditch. There were in the village 200 houses of varying size but similar construction.

"Nearly all the entrances face to the southeast, probably to avoid the northwest storm winds, which are very severe in the winter. Adjacent to each lodge is a stable or covered pen in which the horses were kept. The stables are nearly all unharmed. Most of them are square in shape, built of posts and cross poles, lashed firmly together by strips of bark. Around each lodge there are also several caches, where corn and other provisions were deposited. These caches are large holes burrowed under the surface of the ground, with an entrance only large enough to admit a man of common size. The cache is generally about 6 feet deep and 15 feet in diameter. When filled with provisions a thick coat of grass is laid across the mouth and covered with earth so cleverly that a stranger might walk over the cache and never know that he was near a storehouse.

"The teams had begun crossing the river at about 8 o'clock. Some wagons had unloaded their goods on the bank and then went to the ferry to cross, while the goods were carried over in the boat; but after a few teams forded it was found that the trip became easier and soon it was possible to take over the laden wagons with little difficulty.

"About 4 o'clock the last of the wagons and teams were safely landed on the south side of the Loupe Fork without any loss or accident. This good fortune caused the brethren to feel very thankful indeed. After the crossing was all accomplished the wagons started on to seek a better spot for a camp and to find feed for our teams, where we can remain in some degree of comfort until Monday. It is desirable of giving the teams a chance to rest, for they as well as the men, are much exhausted through wading on the quicksands against the strong current. We went on about 3 miles and camped beside a small lake near the river.

"Sunday, April 25.—We are 14 miles from the main branch of the Platte River; and it is said that if we travel 100 miles further upon this fork we shall still be but 30 miles from the main branch. Brother Elijah Newman was baptized in the lake to-day for the benefit of his health, by Elder Tarlton Lewis. Brother Newman had been afflicted with a black scurvy in his legs to such an extent that he could not walk, except with sticks or crutches. But after the baptism and confirmation, he returned to camp without any help. Soon after 5 o'clock p. m. a meeting was held at President Young's wagon and much instruction imparted. Later another assemblage convened and it was decided that eight men should be selected to ride the eight horses of the company not used in teams, and hunt for buffalo and other game upon our journey. Thomas Woolsey, Thomas Brown, John Brown, O. P. Rockwell, John S. Higbee, Joseph Matthews, and two others were selected for this purpose. Eleven hunters to proceed on foot were also chosen, namely, John Pack, Phineas H. Young, Tarlton Lewis, Joseph Hancock, Edmund Ellsworth, Roswell Stevens, Edson Whipple, Barnabas L. Adams, B. F. Stewart, Jackson Redding, and Eric Glines. Caution was given in relation to chasing the buffalo unnecessarily.

"Monday, April 26.—About half past 3 o'clock a. m. an alarm was sounded. Three guards stationed to the northeast of the camp had discovered a body of Indians crawling toward the wagons. Alarm had been first manifested by one of the horses. Noticing this, the guards had proceeded toward the spot, and, listening intently, had heard something rustling in the grass. It was at first believed that the noise was made by wolves, and a gun was discharged in the direction whence came the sound. Instantly six Indians sprang up and ran from the place. Another gun was then discharged at their retreating figures and the camp was alarmed. A stronger guard was placed around the camp and a charge of canister was placed in the cannon. The day was breaking when this took place, the moon having just gone down. After daylight the footprints of the Indians could be plainly seen, where they had come down under the bank and sometimes stepped into the water. No doubt their object was to steal horses.

"The company started out at 8 o'clock this morning. As there was no road, Presidents Young and Kimball, with George A. Smith, Amasa M. Lyman, and others, traveled ahead on horseback to point out a way for the train. The horse teams traveled first in the train to break down the strong grass so that it may not hurt the feet of the oxen. The hunters started out in different directions, keeping only a few miles from the wagons. We journeyed about 7 miles before noon and then stopped beside a few little holes of water to rest and feed teams.

"We traveled slowly this afternoon, making only about 7 miles in four and one-half hours. We crossed two sloughs, the first encountered since leaving Winter

Quarters. The land is more uneven than on the other side of the river, and we were obliged to make new road all the way. We camped at night in a deep hollow where the wagons are almost out of sight from the surrounding country. About a mile back from this spot are the remains of an Indian village.

"About 8 o'clock at night Joseph Mathews came into camp after a search for his horses. He reported that an Indian had just ridden away on a horse which Mathews believed to be one of Brother Little's animals, which was found to be missing. A mare belonging to Doctor Richards was also gone. As soon as the alarm was given, five or six of the brethren mounted their steeds and gave pursuit, but without avail, for they could find neither horse nor Indian. When this party returned, Presidents Young and Kimball, with a number of others, went out on horseback to continue the search. They hunted until 11 o'clock, but failed to find the missing animals. These horses were among the most valuable we had.

"Tuesday, April 27.—O. P. Rockwell and myself started back before breakfast to look for tracks of the lost horses. We followed one trail some distance into the brush, but at length returned, as we had no arms. At 8 o'clock O. P. Rockwell and several companions took the back trail to search for the missing horses. The train started about the same time, with President Young and others in advance to point out the road; and we proceeded 12 miles before camping—the design being to reach the main branch of the Platte.

"When we stopped at noon, the brethren dug several holes and obtained enough water for our own use, though not for our teams. There is no stream hereabouts. Brother Woodruff and others killed an antelope. We again took up our journey shortly after 3 o'clock; but after traveling 2 miles some of the ox teams gave out and were obliged to stop for rest and feed. The rest moved on 2 miles farther, to a place where water and grass were good, and here we located for the night. President Young and others went back with mules and horses to assist those persons whose teams are exhausted. Rattlesnakes are numerous, and Luke Johnson has killed a very large one. About 7 o'clock O. P. Rockwell and companions came into camp, after their search for the stolen horses. They report that they went back to a spot within 2 miles of our last Sunday's encampment. From this place, looking off toward the river, they saw some object moving in the grass at the foot of a high knoll. They proceeded toward it, thinking that it was a wolf; and when they were within 12 or 14 rods Porter leveled his gun with the intention of shooting. At that instant more than a dozen Indians sprang from the grass. They were all naked except for breech cloths and were armed with rifles and bows and arrows.

"They advanced toward the brethren; but the latter got their weapons in readiness and told the Indians to stop. When the Indians observed this, they began to make peaceable demonstrations and to cry, 'Bacco! Bacco!' The brethren said they had no tobacco; and then one of the savages approached Brother Mathews, apparently to shake hands with him, but all the time keeping his eye on the bridle of Mathews' horse. He was just getting within reach of the bridle, when Brother Brown pointed a cocked pistol at him and shouted to him to go. The sight of the pistol ready to be discharged caused the Indian to retreat precipitately. The Indians then made signs to the brethren to go with them lower down the river; but Porter and his companions, believing that a larger party of Indians were in ambush, turned back for camp. They had no sooner done this than the savages fired several shots at them. The brethren turned to face their foe; and the Indians fled toward the timber below, where probably their companions lay in ambush. Porter and his men did not fire a shot at the Indians, neither before nor after the treacherous attack of the savages. Tracks of the missing horses were found, and the brethren returned fully satisfied that the Pawnees have secured these valuable horses.

"Wednesday, April 28.—Orders were given this morning, that none except the hunters should leave the wagons. The brethren had to make a road down the small creek near which we camped. This occupied the time until 9 o'clock a. m. when the wagons commenced to cross. By 10 o'clock they were all over. We traveled 15 miles during the day and encamped about a quarter of a mile from timber.

"Thursday, April 29.—The wagons started at 5 o'clock this morning before breakfast. After traveling 3 miles the teams were turned out to feed. At 8.20 we resumed our journey, and traveled 2 miles to Wood River, a very pretty stream which was about a rod wide at the ford. We traveled 5 miles farther and nooned. In the afternoon we traveled about 8 miles. The clouds of dust raised by a strong southwest wind was almost suffocating to both man and beast.

"Friday, April 30.—The camp started about 8 o'clock a. m., and after traveling a mile we passed an Indian camp ground covering several acres. President Young, Heber C. Kimball and Amasa M. Lyman went ahead of the wagons to look out the road. We had thus far followed the Indian trail, which now was so overgrown with grass and so little used that it was hardly discernible. The wind was blowing strongly from the north and the dust was very bad. We nooned beside a small creek after traveling 8 miles. In the afternoon we traveled about 8 miles farther, and camped nearly a mile from water and timber. It is now so cold that every man wants his overcoat on, and a buffalo robe over it. In lieu of wood for making fires the brethren began to find out that the buffalo chips, which were found in great abundance on the ground, could be utilized as fuel.

"Saturday, May 1.—The morning was very cold, and as there was but little grass for the animals the camp broke up at 5.40 a. m. and traveled 6 miles before breakfast. Large herds of buffalo were seen, and some of the hunters gave chase for the purpose of killing some of them, but were not successful at first. These were the first buffaloes seen on the journey; and as most of the pioneers had never seen these animals before, they excited considerable interest and pleasure.

"We stopped for breakfast close to Grand Island. In the afternoon the hunters succeeded in killing 10 buffaloes (1 bull, 3 cows, and 6 calves). This gave the pioneers a very bountiful supply of meat, which was cut up into quarters and distributed among the respective companies. This day the pioneers also came across the habitations of thousands of prairie dogs, living in regular dog towns, some of which cover several square miles of ground. After traveling during the day about 18 miles, the company camped for the night near a small lake about a mile above the head of Grand Island.

"Sunday, May 2.—The morning was fine but cold, and the ice was about half an inch thick. Some time during the past night a buffalo and calf came within a short distance of the wagons. The guards discovered them and shot at the calf, wounding it in the hind leg. They then caught it alive and tied it up near the wagons, but concluded finally to kill and dress it. Joseph Hancock also came into camp and reported that he had killed a buffalo the day before, and there being no one with him to help him bring the meat into camp, he had remained with his game all night to protect it from the wolves, which were quite numerous in that locality. A number of the brethren returned with Brother Hancock and brought into camp what the wolves had spared of the killed buffalo. During this day many buffaloes were seen near the camp, but as orders had been given not to hunt or shoot that day, none were killed. The company moved 2 miles in order to find better grazing for the animals, and camped beside a little lake with clear water near the Platte. The weather was now more temperate, and the wind had ceased."

Monday, May 3.—The teams being rather weak for the want of sufficient food, the pioneers concluded to rest a day. A company of hunters were sent out in search of game; when they returned they brought two buffalo calves and one antelope. Another company was dispatched to examine the country in advance; others were employed in setting wagon tires and in various other duties.

Tuesday, May 4.—This morning there was a heavy dew with frost in some places. About 6 o'clock a. m. the people were called together, the rules and regulations of the camp were read and some instructions given about protecting themselves and teams from Indian aggressions. And this was not without cause, for a party of hostile Indians numbering about 300, encamped in a hollow 12 miles west of the camp, had been seen the day previous by one of the hunters. In order, therefore, to be prepared for any emergency, it was decided that the cannon wagon should be unloaded, and the box removed therefrom, so that the cannon could always be ready for action. An addition of 10 volunteers was made to the standing guard, and it was ordered that all horses and mules should be tied inside the camp circle, and the cattle and cows outside within a few rods from the wagons. A guard was also to be placed around the cattle when turned out to graze and it was thought advisable to travel with 4 wagons abreast, and to place the cannon in the rear when the company was in motion.

About 9 o'clock a. m. the wagons began to move out of camp and passed over the lake near its junction with the river, which here is about 2 miles wide. After traveling about half a mile a stop was made in order to enable the rear wagons to catch up, but at 11 o'clock the journey was resumed, the wagons now traveling five abreast. After having proceeded this way about 2 miles the company was overtaken by a Frenchman, whose camp, consisting of 3 wagons and 9 men, was seen on the opposite side of the river. This man, whose name was Charles Beaumont, having observed the pioneer camp in the distance, had forded the river

in order to learn who they were. He informed the brethren that he had been to Fort Laramie after furs and had traveled the distance from the fort in 16 days. He also said there was good grass and a splendid road on the south of the river, and that immense herds of buffalo were feeding and roaming over the hills and prairies on both sides. As his company intended to cross the Missouri River at or near Westport, Mo., and he cheerfully consented to take letters back for the brethren, the pioneers wrote 50 or 60 letters to their families at Winter Quarters, which were sent with him. Mr. Beaumont stopped with the camp about an hour, when he reformed the Platte, accompanied to his camp by three of the brethren, namely, Thomas Woolsey, John Brown, and John Pack. The river at that point was about three-fourths of a mile wide. The pioneers then traveled about 3 miles and halted in a place where there was some grass which had escaped the fire that had passed over it a few days before.

The Indians for a number of days had been engaged in burning the old grass on the north side of the river, in consequence of which the prairies and hills for miles in all directions presented a blackened surface, with only here and there small spots of green grass mingled with dry.

"The three messengers having returned from their interview with the Frenchman's company across the river, a council was called to consider whether or not it would be wise to cross the river and strike the old road to Laramie, there being good grass on that side of the river, while the Indians were burning it on the north. But in view of the thousands that were expected to follow in their track, it was concluded to continue as before, braving the Indians and the burning prairies; 'for,' said the pioneers, 'a new road will thus be made which shall stand as a permanent route for the saints independent of the old route; and the river will separate the Mormon companies from other emigrants, so that they need not quarrel for wood, grass, or water; and fresh grass will soon grow for our companies to follow us this season.'"

Thus the pioneers broke a new road across the plains over which tens of thousands of saints have since traveled and which was famous as the "old Mormon Trail," till the railway came to blot almost from memory the toils and danger of a journey of more than a thousand miles by ox teams to the valleys of Utah.

It is a curious fact that for several hundred miles the grade of the Union Pacific Railway is made exactly upon the old Mormon road.

After the council the company resumed the journey, the wagons now going in single file; traveled about 3 miles and encamped about sundown on the bank of a small, clear, gravel-bottomed stream of water which they named Buffalo Creek. Antelope for a few days had been plentiful and buffalo almost constantly in sight.

Wednesday, May 5.—"This morning," writes Orson Pratt, "the thermometer stood at 57°, with a fresh breeze from the south, which continued to increase. About 8 o'clock we started, following the general course of the Platte, which runs from a northwesterly direction. A little before 12 o'clock we found a small spot of grass which had escaped the devouring element; also some water. We stopped to let our teams feed, having traveled about 8 miles. In the afternoon we traveled about 6 miles, during which time some of the hunters killed one buffalo cow, five calves, and captured a good-sized calf alive, which we intended to keep. A high south wind blew during the day. About 4 o'clock p. m. we came to the column of fire which crossed our path, running from the river to the north as far as the eye could extend. We concluded that it would be the safest to camp upon the burnt prairie. Some small patches of grass that had escaped the fire was found, upon which our animals grazed until dark, being watched by a portion of the camp.

"Thursday, May 6.—About 4 o'clock this morning it rained a few drops, sufficient to lay, in some small degree, the dust and ashes of the prairie. The camp started early and traveled about 2 miles, when we found ourselves once more on the west side of the newly burned prairie; we stopped for breakfast and to let our teams feed. At half past 7 o'clock the thermometer stood at 68°. A brisk gale was blowing from the northwest. The sky was clear. We traveled about 8 miles this forenoon. I took a meridian observation of the sun by sextant, from which I determined the latitude to be 40° 48' 42''. In the afternoon we moved on about 9 miles and encamped for the night. During the whole day immense herds of buffalo were in sight on both sides of the river; many hundreds, feeding within a quarter of a mile of our road, did not seem to be alarmed at our approach.

"During the time of our halts, we had to watch our teams, to keep them from mingling with the buffalo. I think I may safely say that I have seen 10,000

buffaloes during the day. Some few antelope, which came near our wagons, we killed for food. Their meat was very excellent; but we did not allow ourselves to kill any game, only as we wanted it for food. One buffalo cow we found near our road, which seemed to be sick or weak through old age, although able to stand, yet she did not feel disposed to run; we gathered around her, while some caught her by the horns, but she was too weak and feeble to do any harm. We left her quietly to live or to die. During the afternoon, President Young lost his spy glass; several went back in search, but it could not be found. Young buffalo calves frequently came in the way and we had to carry them to a distance from the camp to prevent them from following us and being in our way. * * *

"Friday, May 7.—A high north wind renders the weather cold and uncomfortable. About 11 o'clock a. m. the camp moved on, many of the teams were weak for the want of food, the grass having been eat off by the buffalo; about 2,000 are now feeding a short distance from the road, almost every blade of grass being eat off close to the ground. We traveled about 6 miles and encamped. The glass which was lost yesterday was found by Orrin P. Rockwell and others who were sent back to search. The whole camp were called out and exercised in military tactics. Toward evening some four or five persons went up the river a short distance to view the country and search out a road for since we left Loupe Fork we have had to make our own road. The company returned from exploring the road, having encountered no dangerous animals with the exception of a pole cat, which they shot.

"Saturday, May 8.—At 5 o'clock this morning the thermometer stood at 37°. The weather was fair. We traveled 6 miles this forenoon.

"Many of our animals are nearly famished for want of food, for every green thing is eat off by the buffalo; we have seen something near a hundred thousand since morning. During 8 or 10 days past, we have noticed large patches of the ground covered with efflorescences of salt. The place of our encampment is some 2 or 3 miles above the lower end of Brady's Island, or where the bluffs for the first time make up to the river's side. These bluffs are sand hills, almost destitute of vegetation. On the top of some of these sand hills, in the driest places, grew a vegetable, the top of which very much resembled a pineapple; one being dug, the root was about 1½ inches in diameter and 2 feet in length. It was called, by some of the company, a Spanish soap weed. The roots being pounded up, they make a very good suds, and are used in Mexico for washing raiment, etc. The hills or bluffs on the opposite side of the river have increased in elevation and present a more broken and picturesque appearance. At this season of the year, the buffalo are the most of them poor for the want of sufficient food; we have killed no more of them than what the present necessities of the camp require. The bones and carcasses of the buffalo have been more or less abundant since we left the Loupe Fork, and among them is frequently found human bones, probably those of Indians; several human skulls have been discovered, which were whole and entire. There is some scattering timber upon the islands, principally willow and cottonwood.¹

"Sunday, May 9.—This morning, at 7 o'clock, the thermometer stood at 57°. The sky was clear, a brisk wind blowing from the south. We moved on about 4 miles and encamped during the day upon a small island. Opposite the camp there were a few cottonwood trees, the tops of which we cut off to feed our hungered teams, leaving the main body of the trees to grow for the benefit of others who might perchance pass this route. In many instances, upon this journey, or camp have, for the want of a better substitute, made their fires of the dry excrement of the buffalo, which burns something like dry turf. A meridian observation of the sun places us in latitude 41° 0' 47". In the after-

¹ Under this date (May 8) William Clayton writes: "I have counted the revolutions of a wagon wheel in order to get the exact distance we have traveled. The reason why I have taken this method which is somewhat tedious, is because there is generally a difference of 2, and sometimes 4, miles in a day's travel between my estimation and that of some others, and they have all thought I underrated it. This morning I determined to take pains in order to know for a certainty how far we would travel to-day. Accordingly I measured the circumference of one of the hind wheels of Brother Kimball's wagon, being the one I sleep in, in charge of Philo Johnson. I found the wheel exactly 14 feet 8 inches in circumference, not varying one-eighth of an inch. I then calculated how many revolutions it would require for 1 mile and found it precisely 360, not varying one fraction, which somewhat astonished me. I have counted all the revolutions during the day's travel and find it to be a little over 11¼ miles. According to my previous calculations we were 285 miles from Winter Quarters this morning before we started and after traveling 10 miles I placed a small cedar post in the ground with these words inscribed on it with a pencil. 'From Winter Quarters 295 miles, May 8, 1847. Camp all well. Wm. Clayton.' Some have estimated the day's journey at 13 and some 14 miles, which serves to convince more strongly that the distances are overrated. I have repeatedly suggested a plan of fixing machinery to a wagon wheel to tell the exact distance we travel and many begin to be sanguine for carrying it into effect."

noon the camp was called together for public worship. They were addressed by several of the twelve. The wind has changed to the north, and blows high, rendering it cold and uncomfortable. The sky is principally overcast with clouds.

"Monday, May 10.—This morning is cold, the thermometer standing at 33° , with a moderate wind from the west, the sky being thinly overspread with clouds. Large fires and overcoats are comfortable. The wind soon changed to the east. Before we left this morning we wrote a letter addressed to the officers of our next camp, which will follow our track in about six or eight weeks. The letter was carefully secured from the weather by sawing about 5 or 6 inches into a board, parallel to its surface. The board was about 6 inches wide and 18 inches long. The letter was deposited in the track made by the saw, and three cleats were respectively nailed upon the top and two sides, and after writing upon the board necessary directions, it was nailed to the end of a pole 4 or 5 inches in diameter and about 15 feet in length. This pole was firmly set about 5 feet in the ground near our road.

"The company started about 9 o'clock a. m., traveled about 2 miles in a north-westerly direction, and crossed a clear creek, about 15 feet wide. After traveling $5\frac{1}{2}$ miles I took a meridian observation of the sun, from which I determined the latitude to be $41^{\circ} 2' 55''$. The herds of buffalo are not as extensive here as some 20 miles east, they having eaten out every blade of grass here were evidently working their way eastward, down the river. The grass here has had some four or five days start since the majority left; but our animals yet find only a very scanty allowance and many are almost ready to give out. The soil over which we have passed to-day appears somewhat better than usual and the ground more moist. About 1 mile west of the place of my noon observation we crossed a small creek.

"For several days William Clayton and several others have been thinking upon the best method of attaching some machinery to a wagon to indicate the number of miles daily traveled. I was requested this forenoon by President Young to give this subject some attention; accordingly, this afternoon I proposed the following method: Let a wagon wheel be of such a circumference that 360 revolutions make 1 mile. (It happens that one of the requisite dimensions is now in camp.) Let this wheel act upon a screw in such a manner that six revolutions of the wagon wheel shall give the screw one revolution. Let the threads of this screw act upon a wheel of 60 cogs, which will evidently perform one revolution per mile. Let this wheel of 60 cogs be the head of another screw acting upon another wheel of 30 cogs; it is evident that in the movements of this second wheel each cog will represent 1 mile. Now, if the cogs were numbered from 0 to 30, the number of miles traveled will be indicated during every part of the day. Let every sixth cog of the first wheel be numbered from 0 to 10, and this division will indicate the fractional parts of a mile, or tenths; while if anyone should be desirous to ascertain still smaller divisional fractions each cog between this division will give $5\frac{1}{3}$ rods. This machinery (which may be called the double endless screw) will be simple in its construction and of very small bulk, requiring scarcely any sensible additional power, and the knowledge obtained respecting distances in traveling will certainly be very satisfactory to every traveler, especially in a country but little known. The weight of this machinery need not exceed 3 pounds.

"We traveled in the afternoon about $4\frac{1}{2}$ miles. The timber on the small islands and on the shore of the river is more plentiful than usual. In the deep ravines, between the hills on the opposite side of the river, there appears to be clumps of small timber, resembling in the distance cedar or small pines.

"Tuesday, May 11.—At 5 o'clock this morning the thermometer stood at 38° . There was a light breeze from the east, the sky being partially overspread with clouds. The wind soon changed into the south. I started about one hour before the camp, accompanied with guards. The large kind of wolves are very frequent in this country; we saw several this morning, also antelope and buffalo. Traveled about 7 miles, crossing the edge of the bluffs, which here make up to the river, but soon entered again the prairie bottoms.

[NOTE.—At this point in the original appeared an illustration of the encampment of the pioneers.]

"In about 1 mile from this point we crossed a clear stream of water, about 15 feet wide, with a sandy, hard bottom. The bottoms a few miles above the junction of the north and south forks of the Nebraska are generally covered with saline efflorescences of whitish color.

"I traveled this morning about 9 miles and halted for noon. A meridian observation of the sun gave for the latitude $41^{\circ} 7' 44''$. We are a few miles

above the junction of the north and south forks of the Nebraska or Platte.¹ At 1 o'clock p. m. the thermometer stood at 70°. The main camp came up within half a mile of my station, where they encamped for the night, having traveled during the day 8½ miles. I joined my carriage with the circle as usual. A well was dug at this place and plenty of cold water obtained about 4 feet below the surface.

"A human skull was found about 2 miles east; the teeth were perfectly sound and well set in the jaw. This skull probably was the head of some Indian warrior, who might have fallen in one of the late battles between the Pawnees and Sioux, in which the latter were victorious. From some small scars upon the bone it had the appearance of having been scalped.

"Wednesday, May 12.—About 5 o'clock this morning the thermometer stood at 44°, detached thermometer 41°, giving for the height of this place, above the level of the sea, 2,685 feet. The wind blows moderately from the east; the sky is clear. The wind changed during the day to the south. William Clayton, with the assistance of Appleton Harmon, a mechanic, has constructed a machine and to-day attached it to a wagon to indicate the number of miles traveled. It is constructed upon the principle of the endless screw. By the mile machine we came this forenoon about 6 miles, when I took a meridian altitude of the sun and determined the latitude to be 41° 9' 44". By various signs we discovered that a large party of Indians had recently been in this vicinity, which accounts for the immense herds of buffalo leaving this place and going down the river; buffalo have been scarce for two days past. The tract of land on the opposite side, between the two forks, appears to be very low and level from the point at the junction to some 18 or 20 miles west. The breadth of the bottoms vary between 1 and 2 miles; the timber upon the banks and islands is very scarce, consisting of willow and cottonwood. We traveled during the day 11½ miles, and encamped by the side of a clear stream of running water about 15 feet wide. A number of small fish, called dace, were caught with hooks in this stream. The Indian horses and buffalo have left the grass rather short.

"Thursday, May 13.—At 5 o'clock this morning the thermometer stood at 49°. A brisk east wind was blowing and the sky was overspread with thick clouds. The wind soon changed to the northeast, accompanied with a depression of temperature, rendering it cold during the day. The camp left about 9 o'clock, traveled 4 miles, and halted to let the teams feed. Our course to-day has been nearly west. In the afternoon we crossed a clear stream of running water, sandy bottom, 6¾ miles from our noon halt; and 5 miles from the last stream we crossed a river² about 12 rods in width. At our ford the deepest place did not exceed 2 feet. The bottom was composed of quicksand, in which several teams were set; other teams were sent to their assistance, and we soon all passed over. It is necessary in fording streams with quicksand bottoms to keep the wagons all the time in motion, for the moment they are stopped they begin to sink in the sand and require considerable force to extricate them. We camped on the right side of this river, about 100 rods from its entrance into the north fork of the Platte. The general course of this river for 2 or 3 miles from its confluence with the north fork is nearly north and south. Its waters bear the same roily, muddy appearance as the Platte. It proceeds from between the bluffs about 1 mile from its mouth. About 1 mile west of our encampment the bluffs make up to the river, producing a high, precipitous bank.

"Friday, May 14.—At 5 o'clock this morning the thermometer stood at 38.8°. The wind still continues in the northeast. The sky is thickly overspread with clouds, while distant thunder in the west denotes rain. About 8 or 9 o'clock we were visited with a light shower. The wind changed to the southeast. Our animals suffered considerably by the cold. About 11 o'clock the camp started, being obliged to take a winding circuitous route, over and among the sandy Bluffs, 3 or 4 miles, when we again entered the prairie bottoms. I ascended some of the highest of these hills, where a beautiful and extended prospect opened on every side. On the north, the surface of the country exhibited a broken succession of hills and ravines, very much resembling the tumultuous confusion of ocean waves, when rolling and tumbling in all directions by violent and contrary winds. On the east, the low level valley of the two forks of the Platte was visible to the

¹ This is the largest affluent of the Missouri River, and rises in the Rocky Mountains by two branches termed the North and the South Forks which unite about 800 miles from the source of the former and principal fork. The whole length is about 1,200 miles. It is a very shallow stream, except in times of floods, and may be forded in almost every part. It empties into the Missouri near Plattsmouth, about 15 miles south of Omaha, Nebr.

² This stream, not being mentioned in any of the guidebooks up to that time, President Young named it North Bluff Fork, by which name it was known for years. It is now called Birdwood Creek.

junction, while the high peaks far below were distinctly seen resembling bluish clouds just rising in the distant horizon. On the south, the chain of bluffs beyond the south fork, stretched itself, apparently in one unbroken though gently undulating ridge, visible in extent from 30 to 40 miles, while the glistening waters of that river were here and there sweeping along its base. The bottom lands between the two forks continue in one unbroken level from the junction 18 or 20 miles west, where they gradually arise into broken hills, forming the high lands between these two affluents, which are here about 6 miles asunder. On the west, the roily yellow waters of the North Fork were making their way over and between innumerable beds of quicksand, while the rich, level, green, grassy bottoms upon each side formed a beautiful contrast, extending for miles in length. Here and there small herds of buffalo were grazing upon the hills and in the valleys, and all seemed to conspire to render the scenery interesting and delightful. To-day we traveled $8\frac{3}{4}$ miles, and encamped for the night. During the evening, as usual, the animating sounds of music in different parts of the camp seemed to break gently in upon the surrounding solitudes of these uninhabited regions. Indians have discovered our camp, and are lurking around for the purpose of stealing our horses; during the night one was perceived by the guard creeping toward the camp upon his hands and feet; he was fired upon, and immediately arose and ran.

"Saturday, May 15.—The weather still remains cold; the thermometer standing at half past 6 at 49° . A moderate wind is blowing from the North. Thick clouds overspread the sky. The most of the forenoon was rainy. We again set out upon our westward course, when three quarters of a mile brought us to the sandy bluffs, where we were again obliged to wend our way through the sand for three quarters of a mile, when we descended upon the bottoms—crossed a small stream of swiftly running water, proceeding from springs among the hills; and finding an abundance of good grass, we halted for noon. The rain ceased about 11 o'clock. Fresh tracks of Indians were discovered in the sand. It is their custom frequently to follow emigrants hundreds of miles, keeping themselves secreted during the day, and watching the best opportunities for stealing during the night. Our wagons are generally organized in the circumference of a circle—a forward wheel of one locked into the hind wheel of another, forming a circular fortification, in the interior of which our horses are well secured during the night, while the whole camp is strongly guarded by a sufficient number of men. During the day, while our teams are grazing, about 14 men usually encircle them on all sides, to prevent them from straying or being suddenly frightened away in case of any sudden incursion of Indians, accompanied by their horrid yells, which they frequently practice on purpose to scatter the horses and cattle of emigrants, and afterwards hunt them themselves at their leisure; and in case small parties of two or three go in search of them, they are sometimes fallen upon and robbed of their clothing, and of their saddle horses, if they have any. If they are so fortunate as to escape with their lives, they return to camp naked and in a sad forlorn condition. These are scenes which have frequently befallen the adventurer in these savage and inhospitable wilds. Herds of buffalo are rather more numerous than for a few days past; deer, antelope, geese, ducks, etc., are still plentiful, and our hunters generally supply the whole camp with all the meat required. We encamped for the night, after having traveled but 7 miles. No timber for several days; flood wood and buffalo excrement have been our fuel.

"Sunday, May 16.—At 5 o'clock this morning the thermometer stood at 41.5° . The sky is partially overspread with clouds, with a light northwest wind. Some frost last night. A partial observation of the sun about noon gave for the latitude $41^{\circ} 12' 30''$. Our teams have rested to-day. Although within a quarter of a mile of the river, yet four or five wells have been dug near the camp; abundance of good water within 4 feet of the surface. In the afternoon the people met for public worship. (The speakers were Willard Richards, Stephen Markham, A. P. Rockwood, and Heber C. Kimball.)¹

¹ Under this date (May 16) William Clayton writes: "About noon to-day, Brother Appleton Harmon completed the machinery called a roadameter on the wagon by adding a wheel to revolve once in 10 miles, showing each mile and also each quarter of a mile traveled. He also incased the whole apparatus so as to secure it from the weather. We are now prepared to tell accurately the distance we travel from day to day, which will prove a great satisfaction not only to this camp but to all who hereafter travel this way. The whole machinery consists of a shaft about 18 inches long, placed on gudgeons, one in the axletree of the wagon, near which are six arms placed at equal distances around it and in which a cog works which is fastened on the hub of the wagon wheel, turning the shaft once around at every revolution of the wagon wheel. The upper gudgeon plays in a piece of wood nailed to the wagon box, and near this gudgeon on the shaft a screw is cut. The shaft lays at an angle of 45° . In this screw a wheel works on an axle (fixed in the side of the wagon) of 60 cogs and which makes one revolution for each mile traveled. In the shaft on which this wheel runs four cogs are cut on the fore part, which plays in another wheel of 40 cogs, which shows the miles and quarter of miles up to 10 miles. The box incasing the whole is 18 inches long, 15 inches high, and 3 inches thick."

"Monday, May 17.—At half past 5 o'clock this morning the thermometer stood at 37.8° . A moderate west wind, with clear sky. One and three-quarters miles brought us to the bluffs, where we were the third time compelled to ascend gradually through the sand, and after about three-quarters of a mile descend again upon the bottoms. On the east edge of these bluffs we crossed a rapid stream about 8 feet in width. We traveled during the forenoon $6\frac{3}{4}$ miles, and by the reflecting circle determined the latitude to be $41^{\circ} 12' 50''$. In the afternoon we traveled 6 miles; hence $12\frac{3}{4}$ miles has been our distance to-day, and we have passed over quite a number of small clear streams with sandy bottoms, and the prairie in places has been somewhat wet, affording a luxuriant growth of grass.

"Tuesday, May 18.—At 5 o'clock this morning the thermometer stood at 37.8° . The morning was calm and clear. A short distance below Cedar Bluffs we this forenoon crossed a rapid stream, about 20 feet wide, which we called Rattlesnake Creek.¹ This forenoon we traveled $6\frac{1}{2}$ miles, which brought us opposite the upper end of Cedar Bluffs, which are on the south side of the Platte. These bluffs make up to the river and are thinly covered with small cedars. In the bluffs on the south side of the river for a few miles appear to be some rock formations. By a meridian altitude of the sun the latitude of our noon halt was found to be $41^{\circ} 13' 44''$. We encamped for the night $9\frac{3}{4}$ miles above the Cedar Bluffs. Day's journey, $15\frac{3}{4}$ miles. During the afternoon thunder showers have passed around us in various directions, accompanied with some wind from different quarters. We had an east wind during the night, with some rain. Strata of rocks begin to make their appearance in the bluffs upon this side of the river. They are of the limestone formation.

"Wednesday, May 19.—This morning, the grass being poor, we moved on early, traveled 3 miles and halted about 6 o'clock for breakfast. There are two small streams to cross near this place. At half past 6 the thermometer stood at 55° . The sky is thickly overspread with clouds—wind east, with rain, which continued during the day without much cessation, and accompanied with some thunder. One and a half miles from our breakfast halt brought us again to where the river sweeps the bluffs, at the eastern edge of which we crossed a stream which we called Wolf Creek,² about 20 feet wide. We crossed over these bluffs about a mile, and descended upon the bottoms, where we again crossed a small stream. On account of the rain we halted about a mile west of the bluffs. Toward evening we traveled on in the rain 2 miles farther. Our whole distance traveled to-day is only 8 miles.

"Thursday, May 20.—At 5 o'clock this morning the thermometer stood at 45° . There is a moderate west wind, while thick clouds overspread the sky. In less than a mile we crossed a stream about 8 feet wide, with considerable depth. This forenoon we traveled $7\frac{3}{4}$ miles, and halted for noon directly opposite the place where the Oregon Road strikes the North Fork. Four of us (Orson Pratt, Luke S. Johnson, Amasa M. Lyman, and John Brown) launched our boat and crossed over, being obliged to drag it the most of the way over shoals of quicksands. We found the grave of one of the Oregon emigrants, buried last summer, near the foot of the bluffs, which here make up near the river. These bluffs are composed principally of horizontal strata of limestone and are thinly covered here and there with some scattering cedars. The Oregon Road comes in through an opening in the bluffs, in which there is some ash timber (from which circumstance it is called Ash Creek, or Ash Hollow), also mountain cherry, and wild currants. We soon recrossed the river, which is here about one-third of a mile wide; generally speaking the river bottoms are wider, and the bluffs not so elevated on the north as on the south side of the river. A short distance below our noon halt we passed a lonely cedar tree, upon the north bank of the river, in the branches of which were deposited the remains of an

¹ Rattlesnake Creek was so named from the following incident: President Young, as he rode up to the bank of the creek, discovered that his horse stepped within a foot of a very large rattlesnake. He turned his horse away without harming it. Soon afterwards another of the brethren came up on foot and stepped within 3 feet of the same snake. It immediately coiled up and sprang at him and would have struck him (as it sprang 272 feet) had he not jumped to one side. He then took his rifle and shot the reptile dead.

² Wolf Creek was so named from the following circumstance: When Heber C. Kimball went ahead of the company in the morning to search out a road for the wagons, he traveled up the creek about a mile, until he, after crossing a high bluff, found himself in a deep hollow, where, upon turning to his left, he discovered two very large wolves standing at a distance of about 5 rods, gazing at him. One of them, he said, was nearly as large as a 2-year-old steer. On looking across the creek he saw several others of the same tribe, all staring fiercely at him. This startled him considerably, and more especially because he was unarmed. He attempted to scare them away by making a noise, but they would not run, so he concluded to leave the field to them and move away himself as soon as possible. In doing so they did not follow him. A dead carcass which he discovered near by satisfied him that he had interrupted them in their repast. On mentioning this circumstance to Brigham Young, the president named the stream as above stated.

Indian child, with which were also deposited the necessary equipments (according to Indian traditions) to a future land of enjoyment. The grave (if it may be called such) was as solitary as the tree. This afternoon, $3\frac{1}{4}$ miles from our noon halt, we crossed a creek (Castle Creek) with about an average width of 5 rods, from $1\frac{1}{2}$ to 2 feet deep. We traveled to-day $15\frac{3}{4}$ miles and encamped for the night.

"Friday, May 21.—At half past 5 o'clock the thermometer stood at 46° . A light wind was blowing from the north. The clouds are beginning to break away, exhibiting in places a deep blue sky.¹ The prairie over which we passed to-day has been somewhat wet, on account of the rain that has fallen in the last few days. The surface of the river bottoms in most places consists of clay intermingled with sand. We traveled this morning $7\frac{3}{4}$ miles and halted for noon. I took an altitude of the sun, from which I determined the latitude to be $41^{\circ} 24' 5''$. During the afternoon we found upon the prairie a large bone which was petrified, belonging, probably, to the mammoth or some other species; it was the leg bone, from the knee downwards—length, $17\frac{1}{2}$ inches, greatest width, 11 inches, greatest thickness 6 inches; its weight was 27 pounds after some had been broken from it. It is a curious specimen of ancient zoology, and if circumstances would permit, worthy of preservation. Our camp was visited by two or three Indians toward evening; they appeared friendly, and gave us to understand that a large number of them were encamped near us, some of whom we could see with our glasses, some 1 or 2 miles distant—they are probably Sioux. We traveled $15\frac{1}{2}$ miles to-day.

"Saturday, May 22.—At a quarter past 5 this morning the thermometer stood at 48.5° . There was a light breeze from the south, the sky being partially overspread with thin clouds. This morning a large dog came near our camp, and followed us at a distance during the day; he appears to be almost wild, but by placing meat in a position that he will afterwards find, it seems to entice him to follow us; bread he will not eat; he seems to care but little for the largest of our dogs, and when they come near him, he snaps very spitefully at them, after the manner of the wolf. His head and ears appear somewhat of the form of a wolf, and no doubt he is tinctured with the wolf blood. Five and a half miles from our morning encampment we crossed a stream, which we named Crab Creek; $1\frac{3}{4}$ miles farther we halted for noon. A meridian observation of the sun placed us in latitude $41^{\circ} 30' 3''$. With our glasses, Chimney Rock can now be seen at a distance of 42 miles up the river. It had the appearance of a short tower placed upon an elevated mound or hill. Four and a quarter miles farther brought us to another place where the river strikes the bluffs; as usual, we were obliged to pass over them, and in about $2\frac{1}{4}$ miles we again came to the prairie bottoms, and driving a short distance we encamped, having made $15\frac{1}{2}$ miles during the day. For a number of miles past the formation, more particularly that of the bluffs, has been gradually changing from sand to marl and soft earthy limestone, the nature of which is beginning to change the face of the country, presenting scenes of remarkable picturesque beauty. The winds and rains have worked the bluffs at this place into many curious forms, some of which resemble cones or pyramids, others exhibiting perpendicular and shelving sides, from 150 to 200 feet above the base, some standing alone, others in a continuous ridge—the upper surfaces of some, presenting a level of greater or less extent solidified into a soft earthy limestone, while their perpendicular sides exhibit strata of marl yet in its earthy state. I ascended several of these curiously shaped bluffs. Now and then a straggling cedar crowned their tops, standing solitary and alone. The grass upon and near the base of these bluffs seemed to be entirely dry and parched up by droughts or severe frosts, yet quite a variety of flowers seemed to flourish as though they had found their appropriate soil; many of these emitted the sweetest odors, which, together with their beauty and variety of color, would grace the gardens of our eastern horticulturists. In this vicinity there are quite a number of smaller mounds or hills, the surfaces of which consist of a great variety of cobblestone of different magnitudes and shapes. From between these bluffs issued the dry, sandy beds of several creeks, without water, some of which were 40 or 50 yards across. On the top of one of these bluffs, in the branches of a small cedar, a bald eagle's nest was discovered, having one young in it; it

¹ This morning William Clayton put up a guide board where the Pioneers camped during the night with the following inscription: "From Winter Quarters 409 miles; from the junction of the North and South Forks, $9\frac{3}{4}$ miles; from Cedar Bluffs (south side of river) $36\frac{1}{2}$ miles; from Ash Hollow (south side of the river) 8 miles. According to Fremont this place is 132 miles from Laramie. Camp of Pioneers, May 21, 1847, N. B. The bluffs opposite are named Castle Bluffs." Elder Clayton, in further describing these bluffs on the south side of the river, says in his journal, that they very much resemble the rock on which Lancaster Castle, England, is built.

was, notwithstanding the cries of the old ones, taken from the nest and carried into camp, and although it has not yet reached its growth, it measures between the tip of its wings 46 inches. A heavy thunder shower passed around us this afternoon; all the inconveniences suffered from it was only from the frequent and sudden gusts of wind. The mouth of a cavern was discovered in one of these bluffs, but having no torches, it was not explored, only for a few feet at its entrance.

"Sunday, May 23.—To-day, as usual, we let ourselves and teams rest. * * * Several of us again visited the tops of some of these bluffs, and by a barometrical measurement I ascertained the height of one of them to be 235 feet above the river and 3,590 feet above the level of the sea. Following the example of several of our company, I engraved my name upon the body of a lonely cedar (where I observed the barometer), together with the altitude of the bluffs. Rattlesnakes are very plentiful here, and within a few rods of this tree, one of our men, Nathaniel Fairbanks, was bitten by a large yellow one, and although remedies were soon applied, yet he suffered considerably during the day. Many petrified bones were found in this region. Soon after dinner we attended public worship, when the people were interestingly and intelligently addressed by Erastus Snow, Brigham Young, and others. The latitude of our camp was $41^{\circ} 33' 3''$, as determined from a meridian observation of the sun. At 11.30 a. m. the temperature of the air was 82° , while the barometer continued falling. At about 7 o'clock p. m., we were visited by a great thunderstorm, the wind, having changed to the north, blew a violent gale from that quarter; abundance of rain, mixed with hail from so cold a quarter, rendered both ourselves and animals uncomfortable. The wind continued very high during the night.

"Monday, May 24.—At 6 o'clock this morning a few flakes of snow descended. The thermometer stood at 38° , showing a considerable change both in the weight and temperature of the air since yesterday morning. The height of our camp above the level of the sea is 3,370 feet. About 8 o'clock we took our leave of this interesting region, which, on account of its curious shapes and picturesque appearance, we named Bluff Ruins. The forenoon continued cloudy. At our noon halt our camp was visited by two Indians. By signs they gave us to understand that their tribe was a short distance from the river on the opposite side. We gave them some dinner, after which we pointed out to them the dog which came to us last week and continued to follow us at a distance, but he appeared to be as shy of Indians as of white men. They forded the river, being on foot. Nothing of interest occurred during our afternoon's travel. We encamped early after making $16\frac{1}{2}$ miles. The two Indians who crossed the river notified their party of our approach. They came to the river and forded it on horseback. They were 35 in number, including a few squaws and boys, being much better dressed than the Indians on the frontiers, many of them wearing broadcloth, blankets, and fur caps, ornamented with an abundance of beads and other ornaments, having bows and steel-pointed arrows, together with some firearms. They were of the Dacotah Tribe, which, interpreted, signifies cutthroat, but generally known to whites by the name of Sioux. Their chief's name was Owastote-cha, who soon after dark sent his men a distance from the camp to lodge, while he himself requested the privilege of staying with us over night. We granted him the privilege, and spread a tent for his accommodation.

"Tuesday, May 25.—There was a hard frost last night, and at 5.30 o'clock a. m. the thermometer stood at 35.8° . The morning is calm with a beautiful clear sky. We fed the whole company of Indians both last night and this morning. They appear very friendly and have a written recommendation in the French language from Mr. Papan, one of the agents of the American Fur Co. They brought with them the United States flag. We traveled $5\frac{1}{4}$ miles, when I halted a few moments to take the sun's meridian, which gave the latitude $41^{\circ} 41' 46''$. We traveled 7 miles farther in the afternoon and encamped for the night a few miles east of the meridian of Chimney Rock. I here took a lunar distance for the longitude; also, by an imperfect trigonometrical measurement with the sextant, at the distance of about 3 miles, Chimney Rock appeared to be about 260 feet in altitude.¹ Mosquitoes are troublesome this evening. On account of the late rains

¹ Chimney Rock, one of the great curiosities of the plains, and remembered by all overland travelers who have seen it, is thus described by Capt. Howard Stansbury: "This singular conformation has been, undoubtedly, at one time, a portion (probably a projecting shoulder) of the main chain of bluffs bounding the valley of the Platte and has been separated from it by the action of the water. It consists of a conical elevation of about 100 feet high, its sides forming an angle of about 45° with the horizon; from the apex rises a nearly circular and perpendicular shaft of clay, now from 35 to 40 feet in height. The cone has, I think, been formed by the disintegration of the softer portion of the bluffs, arranging itself at its natural angle in a conical form, while the remainder of the earth has been carried away by the floods and distributed over the plain, leaving the broad valley which is at present formed between it and the main bluff. The chimney, being composed of more tenacious materials, has been left standing in a vertical position and

the ground has been quite wet during the day. The soil, being of a soft marly formation, causes the water to stand in ponds and pools, which have been numerous for 15 or 20 miles, making a good harbor for frogs, which by their music seem to enjoy themselves much.

"Wednesday, May 26.—At 7 o'clock this morning the thermometer stood at 56°. The morning is calm and clear. In about 4¾ miles we arrived at the meridian of Chimney Rock, our road being about 3 miles to the north of it. The Platte Valley is here about 3,790 feet above the level of the sea. Two and a quarter miles further, and we came to a halt; latitude 41° 45' 58''. In the afternoon we traveled 5 miles and encamped for the night. The prairie is still wet; grass a little better than usual. Grasshoppers seem to be an inhabitant of this country; I noticed that there were plenty in dry places. Prickly pears are becoming more numerous. There is no timber on this side of the river, and we are dependent altogether on flood-wood, which is also very scarce, and buffalo excrement, which is also diminishing in quantity as we go west. No buffalo has been seen for several days; but antelope is yet plentiful. The sky is overspread with clouds. The wind is north-east and some few drops of rain fell about sundown.

[NOTE.—At this point in the original appeared an illustration of Chimney Rock.]

"Thursday, May 27.—At half past 5 o'clock the thermometer showed 53°. The morning was calm and the sky clear. Some dew was deposited during the night. A trigonometrical measurement with the sextant gives the width of the river at this place 792 yards. From our last night's camping place, we journeyed 12 miles, which brought us to the meridian of the highest peak of Scott's Bluffs,² nearest to the river on the south side. By a meridian observation of the sun, I determined the latitude of the north end of these bluffs to be 41° 50' 52''. We traveled 1¾ miles from the meridian of these bluffs, when perceiving a heavy thunder shower approaching from the northwest, we concluded to camp for the night. One characteristic of all the showers in this country with which we have been visited, is the great winds with which they are accompanied, rushing in fitful and violent gusts, but yet of short duration. To-day, the bottoms near the river have looked refreshingly green, affording a luxuriant herbage for our animals. As you recede from the river, the bottoms assume a more sterile aspect, they produce but little grass or vegetation, with the exception of the prickly pear, which here flourishes in great abundance. The roads this afternoon have been quite dusty, showing that the late rains with which we were visited some 40 miles below, did not extend west as far as this. To-day saline efflorescences have again made their appearance in considerable abundance. The bluffs on the opposite side of the river exhibit themselves in a great variety of forms, presenting scenes remarkably picturesque and interesting in their appearance. There can be seen towers and castles of various forms and heights; perpendicular walls, some of whose outlines are circular, others rectilinear. Deep notches, both semicircular and rectangular, seem to be excavated in their summits. Many of these scenes closely resemble the artificial works of man thrown partially into disorder and confusion by some great convulsion of nature. The shower passed to the north, giving us but a light dash of rain.

"Friday, May 28.—At 6 o'clock a. m., the thermometer stood at 52°. The morning is rainy with a moderate southeast wind. About 11 o'clock we resumed our journey. The rain having ceased, the wind has changed more into the northeast, and thick heavy clouds overspread the sky. We made 11½ miles during the day, over a soil barren and sterile, according to its present aspect. A very few scattering trees were seen on the opposite side of the river, of what kind we could not tell in the distance; they were, I believe, the first seen for several days, with the exception of small cedars or pines, which are thinly scattered over and upon the sides of the bluffs, more particularly those on the south side of the river. Small hillocks or anthills are numerous; they consist of small pebbles or gravel, accumulated with great industry from the neighboring soil. Mingled with these were found, in different places, small Indian beads, which

has been worn into its present circular form by the gradual action of the elements. That the shaft has been very much higher than at present is evident from the corresponding formation of the bluff, as well as from the testimony of all our voyagers with whom it was for years a landmark or beacon visible for 40 or 50 miles both up and down the river. It is the opinion of Mr. Bridger that it was reduced to its present height by lightning, or some other sudden catastrophe, as he found it broken on his return from one of his trips to St. Louis though he had passed it uninjured on his way down."

² Scott's Bluffs are a perpetual monument to the tragedy of the death from starvation of a man of that name deserted by his companions on Laramie Fork being too ill to travel, and the whole party without food. He lived to crawl 60 miles and leave his bones in this place. These bluffs are among the many curious and interesting geological phenomena of the North Platte region, being fantastic shapes in indurated clay and sandstone, having grand architectural effects.

these insects had collected to beautify and adorn their habitations; I say collected, for it can not be supposed that they were a home manufacture of their own ingenuity. The air in places has been much perfumed by an herb, called by some 'southern wood,' which grows in large quantities, generally preferring, with the prickly pear, a dry barren soil. Dandelions, pigweed, peppergrass, dock, and various other plants common to the East, are to be seen in this country. The prickly pear has a very good flavor, and with sugar makes a very good substitute for fruit.

"Saturday, May 29.—The forenoon has been rainy; the wind is still in the east. At 10.30 o'clock the thermometer stood at 48.5°. About noon the people were called together and addressed by several of the twelve,¹ upon the necessity of a prayerful, faithful, and upright course before the Lord; and instead of spending time in idleness and vanity, to lay up a store of useful knowledge from everything that was seen and heard. About 1 o'clock p. m. we resumed our journey, and traveled 8½ miles. There was no grass of any consequence except near small streams, one of which, about 12 feet wide, runs near our camp. A little to the east of this our road passed near the bluffs, in which we saw some soft grayish sandstone; many of the hills consist of large quantities of cobblestone. One of the sandstone rocks projected from the bluffs, very much resembling the stern of a steamboat, and from this circumstance I called it Boat Rock. This evening a thunder shower passed over.

"Sunday, May 30.—This day we appointed as a day of fasting and prayer; the people met in prayer meeting in the forenoon, and in the afternoon there was some preaching and exhortation. The sacrament was also administered. In the course of the day, the Twelve, with some others, made two excursions among the bluffs, where we all called upon the Lord.² At 8 o'clock a. m. the thermometer stood at 64°; the morning was calm and the clouds breaking away, the deep blue sky is seen in places. Toward evening there was a thunder shower; and just as I was retiring to rest, there came up another small shower of rain from the west. The moon shone in brightness in the east, being about half an hour above the horizon, and by the refraction of its mild rays through the falling drops it produced a beautiful lunar rainbow in the west, but little inferior in brightness to a solar rainbow. Chimney Rock, though 40 miles distant, can be seen from the bluffs, while the lowering peaks of the Black Hills, west of Laramie, present themselves like blue clouds stationary in the horizon.

"Monday, May 31.—At 5 a. m. the thermometer stood at 35.8°. A very gentle breeze from the northwest, with a clear blue sky and a frosty carpet of grass, renders the morning serene and pleasant. We traveled 9 miles this forenoon, and halted about 1½ miles from the bank of the river, in latitude 42° 4' 30'', and in the afternoon traveled 7¾ miles farther and encamped by the side of a stream of water about 1 rod wide, shallow, and having a swift current. The bottom is a mixture of gravel and sand; the water having the same muddy, yellow color as that in the Platte. The most of our journey to-day has been over a sandy soil, with but little vegetation, making it very laborious and fatiguing to our animals. The monotony of the landscape has been somewhat relieved by a few straggling cottonwood trees, and larger quantities of willow than usual.

"Tuesday, June 1.—At 20 minutes past 5 the thermometer stood at 42°. The morning was calm and clear. We traveled 5½ miles and halted directly opposite or north of an old trading post, situated on the right bank of the North Fork. This trading post is now in ruins—some few chimneys yet standing. The

¹ The speakers on that occasion were Brigham Young, Heber C. Kimball, Orson Pratt, and Wilford Woodruff. The brethren entered into a solemn covenant with the Lord that they would "repent of their follies, cease their evils, and serve God according to His laws." In doing this the brethren voted according to their ranks in the priesthood, and it was found that there were present 8 apostles, 4 bishops, 15 high priests, 78 seventies, and 8 elders. The apostles voted first and then the bishops and high priests, followed by the seventies, elders, and the other members of the church. Two of the brethren were away hunting and one at least (Benjamin Rolfe) was not a member of the church. All covenanted with uplifted hands without a dissenting vote.

² One of these meetings is described by William Clayton as follows: "Soon after the sacrament meeting we (Brigham Young, Heber C. Kimball, Willard Richards, Orson Pratt, George A. Smith, Wilford Woodruff, Amasa M. Lyman, Ezra T. Benson, Phineas H. Young, John Pack, Charles Shumway, Shadrach Roundy, Albert P. Rockwood, Erastus Snow, William Clayton, Albert Carrington and Orrin P. Rockwell) went on the bluffs and selecting a small circular level spot, surrounded by bluffs and out of sight, we clothed ourselves in our priestly garments and offered up prayers to God for ourselves, this camp, and all pertaining to it, the brethren in the army, our families, and all the saints, President Young being mouth. Albert Carrington and O. P. Rockwell, not having any clothing with them, stood guard at a little distance from us to prevent interruption. When we started for the bluffs there was a heavy black thunder cloud rising from the southwest, and to all appearances it might storm any minute, but the brethren believed it would not rain till we got through, and it did not; but we had no sooner got our clothes on than the rain began to descend briskly, and after we got to camp it rained hard, accompanied by strong wind. Since we started on this journey I have never noticed the brethren so still and sober on a Sunday as to-day. There is no jesting, laughing, or nonsense. All appear to be solemn and to remember their covenants."

latitude of the left bank is $42^{\circ} 9' 24''$. In the afternoon we traveled $6\frac{1}{2}$ miles, which brought us opposite Fort Platte,¹ or about 40 rods below, where we encamped, making $227\frac{1}{2}$ miles above the junction of the North and South Forks."

This camping place was about 2 miles from Fort Laramie,² and William Clayton called it $543\frac{1}{4}$ miles from winter quarters, which distance the pioneers had traveled in seven weeks lacking half a day, without accident, except the loss of two horses stolen by Indians and two others killed.

Soon after camping several men came down from Fort Laramie and made themselves known as part of the Mississippi company of Saints who had wintered at Pueblo the past winter. They consisted of Brother Crow and family—17 souls with 5 wagons—who had left their companions at Pueblo, about 250 miles to the south, and traveled to Laramie with the intention of crossing the mountains in company with the pioneers. They had waited at the fort two weeks. From them the pioneers received information in relation to the welfare of the detachments of the Mormon battalion which had wintered at Pueblo. It was expected that they would soon be ordered to march to upper California, by way of Fort Laramie and the South Pass.

[NOTE.—At this point in the original appeared an illustration of Fort Laramie.]

By a small party of traders, which had arrived at Fort Laramie from Fort Bridger (on the west side of the South Pass), the pioneers also learned that two weeks before the snow was several feet deep on the Sweetwater and still deeper in the mountains, in consequence of which these men had found it necessary to leave their wagons in charge of a portion of their company and rush through with their horses to Fort Laramie, in order to find grass to sustain them; most of the men had just left the fort on their return to their wagons.

Wednesday, June 2.—Quite early in the morning several of the Apostles and other brethren crossed the North Fork in their skiff of sole leather³ and walked up to Fort Laramie, where they were kindly received by James Bordeaux and others and invited into a neat and comfortable room. After a social and cheerful conversation with Mr. Bordeaux and others they walked down to see his flatboat, which the brethren engaged at the reasonable price of \$15 to ferry the wagons of the pioneer company across, as they had learned that traveling farther upon the left bank of the North Fork would, if not altogether impracticable, be attended with much difficulty. Mr. Bordeaux informed the brethren that the Crow Indians were in the habit of making annual excursions to the fort and stealing all the horses and mules they could lay their hands upon. Some weeks before the arrival of the pioneers they had succeeded in stealing all the horses and mules belonging to the fort, to the number of 24, and in course of a few years they had stolen upward of 200 horses from them. Mr. Bordeaux told the pioneers that

¹ Fort Platte was built about the year 1842 by Sabille Adams and company on the point of land formed by the junction of Laramie Fork with the Platte, or rather on the right bank of the North Fork, about half a mile from its junction with the Laramie Fork. Its exterior dimensions were 103 by 144 feet, and the walls, which were 11 feet high, were built of clay or adobes. It was never completed, having one side open toward the river. When the pioneers passed here in 1847, it was fast crumbling to ruins.

² Fort Laramie, or as it was formerly called, Fort Williams, and later Fort John, was the first permanent post erected in what is now Wyoming Territory. It was established by William Sublette and Robert Campbell in 1834 with the design of monopolizing the trade of the Indian tribes who roamed over the country from the Missouri River on the northeast to the Sweetwater on the west of the Black Hills, namely Arapahoes, Cheyennes, and Sioux. Being strong and warlike nations, it was necessary, while inviting their commerce to guard against their attacks. The fort was situated on Laramie Fork, an affluent of the Platte a clear and beautiful stream winding through meadows where grew the wild currant and gooseberry, and which was dotted here and there with groups of larger trees. It consisted of a palisade 18 feet high, with bastions in two diagonally opposite corners, and a few small adobe houses inside. It was called Fort William, after Sublette. In 1835 the establishment was sold to Milton Sublette, James Bridger, and three other fur hunters, who had united with the American Fur Co., after an active rivalry of several years, during which these two powerful associations had driven all the other American fur traders out of Wyoming. The fort was rebuilt in 1836 by the new owners, at an outlay of \$10,000 and was called by a part of the company Fort John, but the name never could be made acceptable to the majority. The clerks in the eastern office settled the difference unintentionally by making out their bills for Fort Laramie, the name of the river on which it was situated, and much more likely to be understood than William or John which might be anywhere. It continued to be a fort of the American Fur Co. until 1849, when it was sold to the Government.

Laramie Fork of the Platte was named after a French trapper by the name of Laramie, who in the earliest fur-hunting times was killed by the Arapahoes on this stream, which, near the fort, is about 49 yards wide. On account of Indian aggressions and the great drought to which this country was subject, agriculture was, at the time the pioneers passed through entirely neglected, the few inhabitants being dependent on the buffalo for meat and on the States for articles of produce. The timber in this region is scarce, consisting of a few ash and cottonwood.

³ This boat had been the property of Ira Eldredge, who carried his family outfit across the Mississippi and Missouri Rivers in it. The pioneers, who called it the *Revenue Cutter*, used it in crossing Loupe Fork and also on other occasions. It had been brought by them from winter quarters as a wagon box.

ex-Governor Boggs, of Missouri, had recently passed with his company; he had said much against the Mormons and cautioned Mr. Bordeaux to take care of his horses and cattle. As Boggs and his company were quarreling continually and many had deserted him, Mr. Bordeaux remarked to the ex-governor, that let the Mormons be what they might, they could not be worse than himself and his men. "Is it not a little singular," asks E. W. Tulledge, "that this exterminating governor of Missouri should have been crossing the plains at the same time as the pioneers? They were going to carve out for their people a greater destiny than they could have reached either in Missouri or Illinois. He to pass away, leaving nothing but a transitory name."

By his astronomical instruments Orson Pratt determined the latitude of Fort Laramie to be $42^{\circ} 12' 13''$, and longitude $104^{\circ} 11' 53''$, differing from Capt. J. C. Fremont only $3''$, or 18 rods. By a mean of several barometrical observations he also calculated the altitude of the fort to be 4,090 feet above the level of the sea.

While the pioneers were encamped near the fort, blacksmith shops were set up and some necessary repairing done for the camp. It was decided to send Amasa M. Lyman, with several other brethren, to Pueblo, to meet the detachment of the Mormon battalion encamped there, and hurry them on to Laramie to follow the track of the pioneers.

Thursday, June 3.—The morning was cloudy, with a high southeast wind blowing; the thermometer stood at 51.5° . Early in the morning the pioneers commenced ferrying across the North Fork, which at that point was 108 yards wide, being deeper than usual. They averaged about four wagons an hour.

From a small party (three or four persons) of white men, who had arrived at Fort Laramie the day before and who had made the journey from the States in 17 days on horseback, the pioneers learned that a large number of emigrants were on the road, the gentlemen referred to having passed about 2,000 wagons in detached companies, on their way to Oregon. One small company expected to reach Fort Laramie the next morning, another larger the next day and one still larger the day following. It was understood that these emigrants were principally from Missouri, Illinois, and Iowa. Many other companies were making preparations to leave the frontiers soon after these gentlemen left.

About noon Elders Amasa M. Lyman, Thomas Woolsey, John H. Tippetts and Roswell Stevens started on horseback and mules for Pueblo. Apostles Young, Kimball, Richards, and Pratt accompanying them to the Laramie Fork, where they held a council, had prayer and blessed the departing brethren, who then forded the river and pursued their journey, while the four apostles returned to the camp. In the afternoon the camp was visited by a thunder storm from the west, accompanied with high wind and hail.

Friday, June 4.—The pioneers resumed their labor of ferrying their wagons across before 5 o'clock in the morning, and by 8 o'clock the last wagon was over.¹ About 11 o'clock Brother Crow's company came from the fort and joined the second division of the camp. It consisted of 17 persons, whose names are as follows:

- Robert Crow.
- Elizabeth Crow.
- Benjamin B. Crow.
- Harriet Crow.
- Elizabeth Jane Crow.
- John McHenry Crow.
- Walter H. Crow.
- William Parker Crow.
- Isa Vinda Exene Crow.
- Ira Minda Almarene Crow.
- George W. Therlkill.
- Matilda Jane Therlkill.
- Milton Howard Therlkill.
- James William Therlkill.
- Archibald Little.
- James Chesney.
- Lewis B. Myers.

This little company had 5 wagons, 1 cart, 11 horses, 24 sheep, 22 cows, 3 bulls, and 7 calves.

¹ Elder Clayton put up a guide board on the north side of the river at the ferry with the following inscription on it: "Winter Quarters, $543\frac{1}{4}$ miles, junction of the forks, $227\frac{1}{2}$ miles; Ash Hollow, $142\frac{1}{4}$ miles; Chimney Rock, $70\frac{1}{4}$ miles; Scott's Bluff, $50\frac{1}{2}$ miles. William Clayton, June 4, 1847."

With the addition of these 17 persons and the deduction of the four who went to Pueblo, the pioneer company; when leaving Fort Laramie, consisted of 161 souls.

At 12 o'clock noon, the pioneers resumed their journey, following the Oregon road. After traveling 3 miles they found good feed and turned their animals loose to graze a little. Continuing the journey later in the afternoon, they found the road very sandy and were obliged to wind their way over the bluffs, making it quite laborious for the teams. During the day they traveled $8\frac{1}{4}$ miles and encamped, after descending a very steep hill, upon the river bottoms. Soon after stopping they were visited by another thunder storm. Otherwise the day was quite warm.

Saturday June 5.—At 5 o'clock a. m. the thermometer stood at 51° . The morning was calm and cloudy; some slight showers of rain fell during the day. "We resumed our journey," writes Orson Pratt, "and soon entered the dry bed of a stream, and continued up the same for some distance, till at length we reached a copious stream of water, which a short distance below was lost in the sand. We followed this stream to its fountain, where it issues from the left bank. The name is 'Warm Spring;' the water is not so cold as one would expect. The quantity is nearly sufficient to carry a common flour mill, being very clear. By our road it is 15 miles from the junction of Laramie River and North Fork. Its latitude as determined by a meridian observation of the sun is $42^{\circ} 15' 6''$. While our cattle were grazing here, a small company of Oregon emigrants, consisting of 11 wagons, came in ahead of us, having taken another branch of the road leading from Laramie, and intersecting our road a short distance above the spring. A short distance from this spring, and on the opposite side, we saw an old lime-kiln where probably lime had been procured for the use of the fort. The bluffs in its neighborhood were principally of a soft limestone formation, and on the right bank it rose to a considerable height. In the afternoon we traveled $10\frac{1}{2}$ miles, and encamped about half a mile west of the little company of Oregon emigrants. Day's journey, 17 miles. From the left bank, by the side of the road, issued a clear and cold spring of water. The grass is very good; timber much more plentiful than below Laramie. It consists of ash, cottonwood, willows, and box elder in low places, with mountain cherry, wild currants, pine, and cedar thinly scattered upon the bluffs. The wild sage grows in great quantities, and increases in size as the country increases in elevation. The wild rose flourishes in great abundance. The principal herbs and plants of this elevated region are highly odoriferous, perfuming the atmosphere with their fragrance. A thundershower passed over just after sundown.

"Sunday, June 6.—The forenoon was dedicated to fasting, prayer, and exhortation. In the afternoon we traveled 5 miles and encamped. About noon we had a heavy thundershower from the West. Our course has been nearly west along the bank of the stream (Cottonwood Creek) on which we camped last night. About noon another company of 21 Oregon wagons passed us. The two companies are now encamped near us upon each side.

"Monday, June 7.—At 5 o'clock the thermometer stood at 44° . The morning is calm and partially cloudy. A heavy dew deposited during the night. In the forenoon we traveled $7\frac{3}{4}$ miles without water and halted to noon by the side of a small spring in latitude $42^{\circ} 21' 51''$. This forenoon we have gained in elevation very fast. Laramie Peak, about 12 or 15 miles to the southwest, shows from this position to good advantage. Its top is whitened with snow, that acts the part of a condenser upon the vapor of the atmosphere which comes within its vicinity, generating clouds which are precipitated in showers upon the surrounding country. This peak has been visible to our camp for 8 or 10 days, and I believe that almost every afternoon since we have been visited with thunder showers, which seem to originate in the vicinity of this peak. Another company of Oregon emigrants, consisting of 13 wagons, passed us during our noon halt. In the afternoon we traveled $5\frac{1}{4}$ miles, mostly descending, and encamped on the bottoms of Horse Shoe Creek, by the side of a large and very excellent spring of clear cold water. Here we found a more luxuriant growth of grass than we had seen upon our journey. The timber is cottonwood, willow, ash, and box elder; considerable quantities of pine grow on the higher grounds. Another heavy thunder shower occurred just after we camped, from the direction of Laramie Peak. The roads have been somewhat rough, on account of the large quantities of stone which are scattered over the surface of the uplands.

"Tuesday, June 8.—About 6.15 o'clock the thermometer showed 53° . The morning is calm; the sky partially covered with clouds, but a clear blue sky in the west indicates a pleasant day. This forenoon we saw a buffalo, the first we have seen for upward of 200 miles. Black-tailed deer and antelope are the

principal game of the country. We traveled $6\frac{3}{4}$ miles, and halted for noon in latitude $42^{\circ} 29' 58''$. In the afternoon we traveled $8\frac{3}{4}$ miles, which brought us to La Bonte or Big Timber Creek. We encamped upon the left bank. This creek is about 30 feet wide, 20 inches deep, with a stony gravelly bottom. Our road to-day has been quite hilly. The Black Hills range on our left, which, with their broken ragged cliffs and conical peaks, form a scenery grand and interesting. From the most elevated positions of our road we had an extensive view of the surrounding country. On the north and east the landscape stretches out for 30 or 40 miles in a succession of gentle hills and valleys. About one mile from our encampment a small company of wagons, loaded with peltries and furs from Fort Bridger, on the other side of the Rocky Mountains, were encamped. They were going to Fort Laramie, being the same as mentioned above. There is considerable timber fringing all the small streams in these parts.

"Wednesday, June 9.—At half past 4 o'clock the thermometer stood at 44° . A moderate west wind, with a clear sky, renders the morning serene and pleasant. We started about sunrise and traveled about 1 mile to find better grass, where we stopped for breakfast. We have made $19\frac{1}{4}$ miles to-day. Crossed a stream in the forenoon about 20 feet wide, called 'Little Timber,' and finding the banks rather steep as we descended into the stream, we soon bettered them with our spades, hoes, and pickaxes. We think that we fully work our road tax, for we have 10 or 12 men detached daily whose business it is to go in advance of the company with spades, iron bars, and other necessary implements to work the road; moreover, we have measured the road with our mile machine and placed mile boards for every 10 miles since we left Laramie. About 1 mile before camping we crossed a small stream. We encamped to-night on the right bank of a creek 24 feet wide, called 'A la Parele.' The grass on the bottoms of this stream is very good. The timber is about the same in quantity and kind as described on former streams in this country. Just above the camp this stream runs through a mountain, which forms a natural bridge. Our road this forenoon passed over a red clay formation. Numerous strata of rocks appeared in various directions of the same red argillaceous formation. Three men with 15 horses, the most of them carrying packs, passed us to-day. They were from Santa Fe and bound for San Francisco, in upper California, by the way of the Great Salt Lake. We observed some stalks of wild flax to-day in blossom, the first that we have seen.

"Thursday, June 10.—At 6 o'clock the thermometer stood at 57.8° . The morning is calm, with a beautiful clear sky. Considerable dew deposited during the night. Eight miles and three-quarters brought us to a stream about 20 feet wide, called 'Fourche Boisee,' in latitude $42^{\circ} 51' 5''$. We halted here for noon. A few miles brought us on to the Platte bottoms. The rock in the bluffs at this place would make excellent grindstones, being a fine, grit sandstone. Nine miles from our noon halt brought us to Deer Creek, about 60 feet wide and 2 feet deep; coarse gravel or pebble-stone bottom. We encamped on the left bank. On the right bank and about three-quarters of a mile from our ford we found an extensive bed of bituminous coal of a superior quality. There is considerable cottonwood on this creek; it grows large and tall. The latitude of the mouth of Deer Creek is $42^{\circ} 52' 50''$, as given by the meridian altitude of Arcturus.

"Friday, June 11.—At half past 4 o'clock a. m. the barometer stood at 25.077°, attached thermometer 50° , detached thermometer 46° , giving for the elevation above the level of the sea 4,864 feet. The morning is fine and pleasant, with a beautiful clear sky and a light breeze from the east. The wind soon changed to the west. We traveled $9\frac{3}{4}$ miles in the morning and halted for noon in latitude $42^{\circ} 51' 47''$. Half a mile west of our halting place we crossed a small creek of roily water. Traveled in the afternoon $7\frac{1}{4}$ miles and encamped for the night. A short distance above us two small companies which had passed us a few days before were encamped; they were building a raft to cross at that place. The day before their teams took a fright by the running of a horse, upsetting two of their wagons; one woman and two children were considerably injured, but no bones were broken; some crockery, etc., was destroyed.

"Saturday, June 12.—At half past 5 o'clock the thermometer stood at 47.5° . The weather was calm and clear, with considerable dew. We traveled $7\frac{1}{4}$ miles and halted for noon; latitude $42^{\circ} 51' 44''$. In the afternoon we traveled 4 miles, which brought us to the place where the Oregon road crosses the Platte, being 124 miles from Fort Laramie. The Platte at this place is usually forded, but now it is quite high. The channel has about 15 feet depth of water in it, and the water is about 100 yards wide. Here we overtook one of the foremost companies of the Oregon emigrants. Three days before we had sent a small detachment of our camp in advance to this place; they arrived about four hours

before any of the emigrants, and having a skiff of sole leather that would carry 1,500 or 1,800 pounds, they were employed to ferry the emigrants over, carrying their goods in the skiff and swimming the empty wagons, which were frequently whirled several times over by the force of the current."

These emigrants paid the pioneers \$1.50 for each wagon and load in flour, at \$2.50 per 100 pounds, yet flour was worth \$10 per hundred at least at that point. They divided their earnings among the members of the camp equally, which amounted to 5½ pounds of flour each, 2 pounds of meal, and a small piece of bacon. "It looked as much of a miracle to me," writes Wilford Woodruff, "to see our flour and meal bags replenished in the Black Hills, as it did to have the children of Israel fed with manna in the wilderness. But the Lord had been truly with us on our journey and had wonderfully blessed and preserved us."

These little stores of flour were supposed to have saved the lives of some of the pioneers, for they were by this time entirely destitute of the staff of life.

A few miles from the ferry the hunters succeeded in killing three buffaloes and two antelopes, the meat of which was divided among the different messes or companies as usual. The hunters also killed a grizzly bear and three cubs. Bears were quite numerous on the Black Hills at that time. Since leaving Fort Laramie the hunters had killed a number of antelopes every day.

Sunday, June 13.—The pioneers held a meeting in the camp circle and much good instruction was given by Heber C. Kimball and Orson Pratt, who were the speakers. The emigrants, whom the brethren had crossed over the river, continued their journey in the morning, and were followed a few hours later by the other company which had crossed about 11 miles below.

These two Missouri companies, who kept up a regular warfare between themselves on the route, were a suggestive example to the pioneers. President Young, in speaking to the people of the camp, in one of their Sabbath meetings, made this the subject of his discourse. He said of the two Missouri companies:

"They curse, swear, rip and tear, and are trying to swallow up the earth, but though they do not wish us to have a place upon it, the earth might as well open and swallow them up; for they will go to the land of forgetfulness; while the saints, though they suffer some privations here, if faithful, will ultimately inherit the earth, and increase in power, dominion and glory."

Monday, June 14.—The pioneers commenced crossing the river, carrying some of their empty wagons on light rafts made of pine poles, lashed together, and swimming others, but it was soon demonstrated that the current was too rapid to swim wagons without injuring them, and the brethren were obliged to resort wholly to the slower process of rafting. During the day 23 wagons were set across. Towards evening the camp was visited by a very heavy thunder shower from the west, accompanied with hail and a severe gale of wind, but no particular damage was done, except wetting the contents of many wagons.

Tuesday, June 15.—The morning was fine but very windy. The brethren continued to ferry wagons over on the raft and also built two other rafts for ferrying purposes, but the wind being so high they could not get along very fast. In the afternoon they commenced driving some of the horses and cattle belonging to Brother Crow's company over. One horse was drowned by the operation; the rest all got safely across, but had all they could do to keep up against the strong current. By working hard nearly 20 wagons were ferried across during the day.

It was concluded to leave several of the brethren at the ferry to make a boat and keep a ferry until the next company of saints came up, by which means they hoped to make enough to supply a large company with provisions.

Wednesday, June 16.—The day was fine, but a strong west wind was blowing. The ferrying continued all day, but with great difficulty, on account of the strong wind blowing downstream. While Brother Goddard's wagon was being ferried over on the raft and had got nearly half way across, James Craigh, who was on the raft steering it with a pole, together with Brother Wardsworth, was thrown in the river, but after struggling hard with the swift current he finally succeeded in swimming ashore. The wind and current carried the raft down the river about 2 miles in spite of Brother Wardsworth's manly exertions, but it was finally landed by the help of the *Revenue Cutter* and without damage. Three rafts were used during the day, two of them being manipulated by oars, which were found to be superior to poles. At the close of the day there was still a number of wagons on the south side.

Thursday, June 17.—The morning was fine, but windy and cold. The brethren renewed the ferrying early in the day and soon after noon they had got the last wagon safely across, which was a matter of great rejoicing to the whole camp.

By this time two other companies of Missourians had arrived and made application to be set over. They offered to pay \$1.50 per load, for which they agreed to let the pioneers have provisions at Missouri prices. The brethren accepted the offer, and commenced ferrying for the Missourians at once, which work was continued all night, notwithstanding the strong, cold wind. Besides the \$1.50 per load, the 10 men who were engaged in ferrying received a further remuneration of 50 cents per man for their own pockets.

Friday, June 18.—The morning was very cold and windy. Some of the brethren continued working at the new boat, while others were still engaged in ferrying the wagons of the Missourians over; and it was concluded to wait another day, to assist in finishing the new boat and to take the provisions which would be realized from the ferrying. In the evening a council meeting was held, and the following-named brethren were appointed to remain at the ferry: Thomas Grover, John S. Higbee, Luke S. Johnson, Appleton M. Harmon, Edmund Ellsworth, Francis M. Pomeroy, William Empey, James Davenport, and Benjamin F. Stewart. Besides these nine men, Eric Glines insisted upon remaining with them, contrary to the wish of President Young and the other brethren. Thomas Grover was appointed their captain.

On the same occasion President Young gave the young elders some timely advice, and a letter of instruction was given to the brethren who were to remain.

The new boat made for ferrying the emigrant wagons across was now finished; it consisted of two large cottonwood canoes, which were placed parallel to each other, a few feet apart, and then pinned firmly with cross pieces, on the top of which were nailed flat slabs running lengthways of the canoes. Then attaching a rudder and oars, with a little iron work, the boat was made of sufficient strength to carry over the loaded wagons of the emigrants.

While stopping at the ferry, Orson Pratt, with the aid of his astronomical instruments, calculated that the place was 4,858 feet above sea level. This high altitude and the proximity of the Laramie Mountains, which run east and west south of the ferry, and near the summits and peaks of which large banks of snow still lay unmelted, accounted somewhat for the cold nights that the pioneers experienced while encamped at the ferry.

A great quantity of fish abounded in a creek running into the Platte from the right-hand side, only a short distance below the ferry. On one occasion a man with a hook caught fifty in a short time, averaging about 1 pound each.

Saturday, June 19.—At 8 o'clock a. m. the pioneers resumed their journey once more, leaving the 10 men already mentioned in charge of the ferry. These men were instructed to come on with the next company of saints, who were expected in a month or six weeks. In the meantime they were to take every precautionary measure to protect themselves, horses, and substance from Indian aggressions. Elder Clayton writes:

"The camp started out in good health and spirits, and the teams were in very good order. It was remarked by several of the men that their stock had fattened so much while stopping at the ferry that they hardly knew them. The first 6 miles of the road from the ferry runs nearly due west over several high bluffs, then it turns suddenly to the south and crosses a very high bluff, the ascent of which is fully a mile from foot to summit. There is some interesting scenery on the top of this bluff, especially a range of rough, coarse, and sandy rocks of a dark-brown color, rising abruptly above the surface of the land in huge masses. The descent on the south side was rough, crooked, and uneven. After passing over several other steep pitches and rises, we halted for noon at 1 o'clock p. m. on a spot of good grass about a quarter of a mile from a small spring. This was the first water we came to after leaving the ferry, 11¼ miles distant.

"The Red Buttes are nearly opposite to this place toward the southeast, and appear to be two high bluffs of red earth or sand, presenting a very singular yet interesting appearance. After stopping about an hour it was decided to move on to the spring, and we started accordingly. We found it to be a small stream of water rising out of the quicksands. At the distance of 12 miles from the ferry there is quite a lake of water supposed to be supplied by springs in the bottom. Indeed, we could see the water bubbling up out of the mud in several places. The grass on the banks of this lake was good and plentiful, but no timber within 2 miles or upwards.

"After watering our teams at the lake we resumed our journey about 3 o'clock p. m., bearing near a southwest course over rolling prairie. At the distance of 8 miles from the spring there is a steep descent from a bluff, and at the foot there is a high ridge of sharp-pointed rocks running parallel with the road for

nearly a quarter of a mile, leaving only sufficient space for the wagons to pass. At 20 minutes to 8 o'clock p. m. we formed our encampment in a small spot surrounded by high bluffs, having traveled this afternoon $10\frac{1}{4}$ miles and during the day $21\frac{1}{2}$ miles, which is the longest distance traveled in one day since we left winter quarters; and this is considered by all to be the worst camping place we have had on the journey; but we were obliged to take it, for there has been neither wood, grass, or water since we left the spring, the land being perfectly sandy and barren and nothing growing but wild sage and a small prickly shrub. There is some grass in this place for our teams, but no wood, so the brethren have to make use of the sagebrush and buffalo chips to do their cooking. There are two small streams, one of which contains pretty good water, but in the other the water is so strongly pregnated with salt and saleratus and smells so bad that the cattle will not drink it. The banks of this creek are so soft and miry that an animal going down to drink will immediately sink in the thick filthy mud. It is, in fact, one of the most horrid swamps and stinking places I ever saw. It was found necessary to keep a guard out to prevent the cattle from getting into it, but notwithstanding this precaution several oxen were nearly mired to death there in the evening. The mosquitoes are very bad, indeed, at this place, which adds to the loathsome solitary scenery around.

"During the afternoon and evening four buffaloes were killed by the hunters.

"Sunday, June 20.—The morning was fine, but mosquitoes very bad. Two more oxen were found almost buried in the mud. All hands appear desirous of leaving this place and at 5.15 a. m. we moved out. The first mile was bad and dangerous traveling, there being several steep pitches in the road. A number of brethren went ahead with picks and spades and improved the road some. After traveling $3\frac{3}{4}$ miles we halted for breakfast at 7 o'clock beside a small clear stream of spring water. The feed on the banks is good and plentiful, but no wood yet.

"Elder Kimball states that when he and Ezra T. Benson were riding ahead last evening to look out a camping ground they came within a quarter of a mile of this place, but were not near enough to discover the water. While they were riding slowly along, they saw six men suddenly spring up from the grass to the left of the road, dressed in white and blue blankets. They had every appearance of being Indians, and the brethren at first thought they were such. Mounting their horses the six men started on in a direction parallel with the road. The brethren also kept on their course. In a little while one of the supposed Indians left the rest and rode toward the brethren, while he motioned with his hands for them to go back. But as the brethren kept on their course, paying no attention to this warning, the man wheeled around, and after joining his companions, all six put spurs to their horses and were soon out of sight behind an adjacent piece of rising ground. As soon as they had disappeared, Elders Kimball and Benson spurred up their horses and rode to the edge of the ridge, when they discovered a camp of the Missourians about a quarter of a mile to the left of the road, and the six 'Indians' just entering the camp. The brethren were now satisfied that the six men were Missourians who had attempted to play Indians with a view to keep us back from this good camp ground. We consider it an old Missouri trick and an insult to our camp; and if they undertake to play Indians again it is most likely they will meet with Indian treatment. Their camp left here a little before we arrived this morning, and it is now President Young's instruction to press on a little faster and crowd them up a little.

"At 9.15 o'clock a. m. we continued our journey, and after traveling 3 miles we arrived at the Willow Springs and halted a little to get water. This spring is about 2 feet wide and the water 10 inches deep, perfectly clear, ice cold, and good tasting. There is a willow grove extending for some distance above and below it; the grass is good and plentiful.

"After leaving this beautiful spring we ascended a steep and high hill, from the top of which we could see a vast extent of country to the southwest and north; the view was one of romantic beauty. After descending this hill on the south side and traveling some distance farther we crossed a miry slough. At 3 o'clock p. m. we halted to feed in a ravine where there was plenty of grass and a good stream of water about 300 yards south of the road. We traveled this forenoon 9 miles over barren sandy land.

"During the halt it was decided that President Young should take the lead with his wagon and try to proceed a little faster; we started at 5 o'clock p. m. I would here remark that the order of our traveling is, that each company of 10 go forward in their turn, the first 10 in the first division taking the lead one day, then on the second day it falls in the rear of the first division and the second 10

takes the lead; and thus it continues till each company of 10 has taken the lead one day apiece. Then the first division falls in the rear of the second division; which also begins by companies of 10's to take the lead on the road as stated above, and when all the 10's have had their day the second division again falls in the rear of the first. Thus every man has his equal privilege of traveling.

"This afternoon we crossed over a rapid stream about 10 feet wide, with sufficient water to carry a flour mill. Towards evening, not finding grass for our animals, we turned off from the road about half a mile and encamped about dark near the bottoms of the stream last mentioned. We traveled $7\frac{1}{4}$ miles this afternoon and during the day 20 miles. Some anxiety was felt on account of the absence of Elders Wilford Woodruff and John Brown who went ahead on horseback this morning. They have not been seen or heard of since.

"Monday, June 21.—The morning was fine and warm. At 8.35 o'clock a. m. the camp proceeded onward and after traveling $3\frac{1}{4}$ miles we found ourselves in the neighborhood of vast quantities of saleratus; a number of bushels gathered up by the camp was said to be of good quality. We traveled $7\frac{1}{2}$ miles this forenoon over a very sandy road which brought us to the banks of the Sweetwater at a point $1\frac{1}{4}$ miles below Rock Independence.¹ The distance from the upper ferry of the Platte to this place is 49 miles by the roadometer. Elders Woodruff and Brown again joined us on our arrival here; they had spent the night in one of the gentile camps who are now some miles ahead of us.

"After dinner, I, in company with others of the brethren, walked to view the Rock Independence, which is situated on the north bank of the river, the extreme southeast corner reaching to within 3 rods of the same, and running thence in a northwesterly direction, while the river at this place runs nearly east. The rock is composed of the same barren granite as other masses in this region; it is probably 400 yards long, 80 yards wide and 100 yards high, as near as I could guess. The ascent is difficult all around; travelers appear to have ascended mostly on the southeast corner where several hundred names of persons who have visited it are painted on the projecting surfaces, some with black, others with red, and others again with yellow paint. There are names of both sexes. About halfway up there is a cavern nearly 12 feet long, and 3 feet wide at the bottom and 10 feet at the top, and 80 feet high. It is undoubtedly formed by a heavy mass of rock having sometime fallen over an opening or cavity, leaving scarcely room enough for a man to enter. There are also a number of names painted with black paint inside the cavern. On the top of the rock the surface is a little rounding—something like a large mound—with masses of loose rock lying scattered around.

[NOTE.—At this place in the original appeared an illustration of Independence Rock.]

"At 3 o'clock the company resumed the journey, and in passing the rock we put up a guide board with this inscription on it.

"To Fort John $175\frac{1}{4}$ miles. Pioneers, June 21, 1847, W. R.'

"After traveling on the banks of the river a mile beyond the rock, we forded over, the water being nearly 3 feet deep in the channel. We then continued a southwest course $4\frac{1}{2}$ miles farther and arrived opposite Devil's Gate, which lies a little to the west of the road, and a quarter of a mile beyond this the road passes between two high ridges of granite, leaving a surface of about 2 rods of level ground on each side of the road, which then bends to the west and soon passes over a small creek. We proceeded on a little farther and at 6.35 o'clock p. m. formed our encampment on the banks of the river, having traveled this afternoon $7\frac{3}{4}$ miles and during the day $15\frac{1}{4}$ miles. The feed here is good and plentiful."

Tuesday, June 22.—At 4 o'clock a. m. the thermometer stood at 42° . The morning was calm and clear. Orson Pratt writes:

"Early this morning I visited the top of the Devil's Gate Rock, having with me my barometer and thermometer. By a barometrical measurement the perpendicular walls were about 400 feet high above the river, which here cuts through a granite rock, forming a chasm 900 or 1,000 feet in length, and 130 feet in breadth. The rock upon the right bank runs back from the river about a quarter of a mile, and consists of alternated and perpendicular strata of gray granite and scoriated trap rock. I observed five alternate strata of trap rock trending to the northeast and southwest; these varied in breadth from 1 to 5 rods. The bed of the river in this chasm is nearly choked up by massive

¹ Independence Rock, in the Sweetwater Valley, was thus named from the circumstance of its being ascended by a party who there celebrated the anniversary of American Independence, on the 4th of July

fragments of rock, which have been precipitated from above. About a quarter of a mile from the river, near the point of this granite hill, appeared some sandstone and conglomerate formations. The mountainous aspect of the country is certainly very picturesque and beautiful. The valley of the Sweetwater varies in breadth from 5 to 8 or 10 miles, bounded upon the north and south by mountainous ridges, isolated hills, and ragged summits of massive granite, varying from 1,200 to 2,000 feet in height, those upon the southern boundary being the highest, and are partially covered with snow and well timbered with pine, while those on the north are entirely bare, with the exception of here and there an isolated pine or cedar in the clefts or benches of the hills. The river seems to hug the base of the hills on the north, and although its general course is to the east, its short and frequent meanderings give it a serpentine appearance; its average breadth is about 60 feet, its average depth about 4 feet, with a rapid current; its bottom consists of fine sand and gravel, while the bottom land for a few rods upon each bank generally affords sufficient grass for the emigrants; but the rest of the plain, for several miles in width, is of a sandy, barren, sterile aspect, with scarcely any vegetation but artemesia or wild sage, which seems here to flourish in great abundance, growing in places to the enormous size of 8 or 10 inches in diameter, and 8 or 10 feet in height. There is no timber upon the Sweetwater, and we are dependent altogether upon the driftwood, buffalo excrement, and artemesia; the latter burns extremely well, with a clear, bright flame. We traveled 10 miles and halted for noon, in latitude $42^{\circ} 28' 25''$. In the afternoon I caught a glimpse of Wind River Mountains, but the air was too smoky to discover anything but a faint blue outline. We passed over 2 or 3 small streams and encamped after having made $20\frac{3}{4}$ miles over a sandy road, which has made it quite laborious for our teams. Toward night mosquitoes were very troublesome, but after sundown they soon dispersed, the air becoming too cold for them.

"Wednesday, June 23.—At 6 o'clock a. m. the thermometer stood at 48° ; the morning was calm and clear. At 7 o'clock the camp moved on; crossed during the forenoon a small stream and passed by several small hills, situated upon the plain, of fine grained calcareous sandstone, very friable. We traveled 9 miles and stopped to noon directly at a place where the river proceeds from between the hills, which rise very abruptly from each side. Latitude $42^{\circ} 31' 20''$. Our road here bends off a short distance to the south, and then again assumes a westerly direction; and after a journey of 8 miles during the afternoon, through deep sand, we again struck the Sweetwater, and encamped upon its right bank for the night. The grass is good, but no wood; we therefore resorted to the wild sage for our fires. Two companies of Oregon emigrants are encamped a short distance above us. The Wind River chain of mountains exhibit in the distance their towering peaks whitened by perpetual snow, which glittering in the sunbeams resemble white fleecy clouds.

"Thursday, June 24.—At 5:30 o'clock the thermometer stood at 42° . The morning is calm and clear. The country over which we passed to-day is very sandy and barren, and not finding good grass we made no noon halt, but traveled $17\frac{3}{4}$ miles and encamped on the Sweetwater. The road here crosses this stream. We passed in the forenoon Sulphur Springs (sometimes called Ice Springs). We took a spade and dug down about 1 foot, and found the ground frozen and large quantities of ice. A few rods west of this we saw two or three small lakes or ponds; the water in them was very salt and of a bitterish taste. The soil is covered in many places with saline efflorescences of considerable depth. President Young had the misfortune, after we had encamped, to have one of his best horses accidentally shot, which died during the night. It was one of the best horses in camp. Two camps of the Oregon emigrants are but a few rods distant. Dense patches of willows grow upon the margin of the stream.

"Friday, June 25.—At half past 5 o'clock the thermometer stood at 51° . The morning is clear with a moderate breeze from the west, which soon, however, increased to a high wind. The country to-day begins to assume a more broken aspect, but not as mountainous and rugged as it is some 50 miles to the east; the hills here being more numerous and rolling, while at the former place they are more collected in chains. We traveled $8\frac{3}{4}$ miles and halted for noon, in latitude $42^{\circ} 28' 36''$. To the right of our road we saw several rocks of a white marl formation, and during the day we saw earthy limestone, ferruginous and gray compact sandstone, having a dip of about 30° to the north. A short distance to the north of this was an extensive formation of red mineral clay; and a few rods from the road was a formation of red and whitish fine-grained sandstone, commonly called gritstone; excellent grindstones might be formed from it. We also passed by a species of bluish limestone, very compact; also

large masses of trap rock, with some syenite. We traveled in the afternoon $11\frac{1}{2}$ miles, and encamped upon a small tributary of the Sweetwater. The water was clear and cold. Frequent banks of snow are upon the hills in our immediate neighborhood. Just below us is quite a large and beautiful grove of aspen or poplar. The evening is cold, rendering our overcoats quite a necessary appendage. The perpetual snows, which completely cover the Wind River chain, give the scenery a cold, wintry aspect.

"Saturday, June 26.—At 4.45 o'clock a. m. the thermometer stood at 28° . The grass is whitened with frost, and the sudden change from the high temperatures of the sandy valleys below us is most severely felt by both man and beast. We resumed our journey, traveled 2 miles, and, being on the highest elevation that our road would pass over for several miles, I took an observation of the barometric column, which stood at 23.046° , attached thermometer 51° , detached thermometer 46.5° . We traveled during the forenoon 11 miles, crossing the main branches of the Sweetwater, which were quite high, produced by the melting snows which were accumulated in places upon its banks, as well as in the mountains. At the largest and last of the main branches of the Sweetwater we halted to noon, in latitude $42^{\circ} 22' 42''$. It was quite interesting to see an abundance of good grass intermixed with various plants and flowers upon the bottoms of this stream, while upon the same bottoms, and only a few yards distant, were large banks of snow several feet in depth. This is 8 miles east of the South Pass.¹ Myself with several others came on in advance of the camp, and it was with great difficulty that we could determine the dividing point of land which separates the waters of the Atlantic from those of the Pacific. This country, called the South Pass, for some 15 or 20 miles in length and breadth, is a gently undulating plain or prairie, thickly covered with wild sage from 1 to 2 feet high. On the highest part of this plain over which our road passes, and which separates the waters of the two oceans, is a small dry basin of 15 or 20 acres, destitute of wild sage, but containing good grass. From this basin, about half a mile to the east and to the west, the road gently rises about 40 or 50 feet, either of which elevations may be considered as the highest on our road in the pass. On the western elevation the barometer stood at 23.101° , attached thermometer 58.5° , detached thermometer 56° , giving for the elevation above the sea 7,085 feet. The distance of this pass from Fort Laramie, as measured by our mile machine, is $275\frac{1}{2}$ miles. I went on with my carriage, accompanied by three or four men, and encamped about two miles west of the pass, while the main camp succeeded in finding an abundance of water and good grass near the pass, a short distance to the north. At the place of my encampment the water and grass were good but quite miry. By some this is called Pacific Spring, by others Muddy Spring. A few rods from us were encamped a small company of men from Oregon on their way to the States. They were performing the journey on horseback, and had left the settlements in Oregon on the 5th of May. Major Harris,² a trapper and hunter, accompanied them to this point; and from here he intended to act as a guide to some of the emigrant companies, if they wished to employ him. Having wandered and resided in different parts of this mountainous country for 20 or 25 years, he had acquired an extensive and intimate knowledge of all the main features of the country to the Pacific. We obtained much information from him in relation to the great interior basin of the Salt Lake, the country of our destination. His report, like that of Captain Fremont's, is rather unfavorable to the formation of a colony in this basin, principally on account of the scarcity of timber. He said that he had traveled the whole circumference of the lake, and that there was no outlet to it."

The main camp, after traveling $7\frac{1}{4}$ miles in the afternoon and $18\frac{1}{4}$ miles during the day, encamped on the headwaters of the Sweetwater about a quarter of a mile north of the road and about 2 miles east of the dividing ridge, which divides the headwaters of the stream falling into the Pacific and Atlantic Oceans. Elder Pratt's camp that night was about 5 miles farther west, on the west side of the pass.

Sunday, June 27.—The morning was fine but cold. At 9.30 o'clock a. m. the thermometer stood at 63° . The ox teams started about 8 o'clock a. m. and the remainder a little later. They soon met eight of the Oregon men on their

¹ While the camp was nooning Eric Glines, who, in disobedience to council, had remained with the brethren at the ferry, arrived in camp, having left his companions at the ferry the Wednesday morning previous. He camped one night alone and the other nights with Missourians. It appears that he had repented of his disobedience, and concluding to obey council, he set out to overtake the brethren.

² Moses Harris was a famous scout and trapper, well known in the mountains among the fur traders and trappers as Black Harris. He rendered efficient service as guide for many emigrant companies, and was well versed in the Shoshone dialect. He returned to the States in 1847 and died at Independence, Mo.

way to the States, having over 20 horses and mules with them, mostly laden with packs of robes, skins, etc. Several of the brethren sent letters back by these men. Having traveled $2\frac{3}{4}$ miles, the camp arrived at the dividing ridge, where Elder Pratt had taken a barometrical observation. Two miles farther brought them to the spring where Elder Pratt had camped the previous night, on the headwaters of Green River. William Clayton writes:

"Although the stream is small, we have the satisfaction of seeing the current run west instead of east. Since leaving the pass we have descended considerably, winding round and between high bluffs or hills, but the road is good. One of the Oregon men, whose name is Moses Harris, is returning with us to-day, intending to wait for the next company of travelers to act as pilot for them. He appears to be a man of intelligence and to be extensively known in Oregon and well acquainted with the western country. He presented a file of the Oregon papers, commencing with February 11, 1847, and five following numbers, for our perusal, and also a number of the California Star, published at Yerba Buena (afterwards San Francisco) by Samuel Brannan and edited by E. P. Jones. Mr. Harris says he is well acquainted with the Bear River Valley and the regions around the Great Salt Lake. From his description, which is very discouraging, we have little chance to hope for even a moderate good country anywhere in these regions. He speaks of the whole region as being sandy and destitute of timber and vegetation, except the sage brush. He gives the most favorable account of a small region under the Bear River Mountains called the Cache Valley, where trappers and traders have been in the habit of caching their robes, etc., to hide them from the Indians. He represents this valley as a fine place for wintering cattle. After halting some time we proceeded on and crossed the stream, which is about 3 feet wide; then halted on its banks at 12 o'clock, having traveled $6\frac{1}{4}$ miles. The day is warm; the latitude of this place is $42^{\circ} 18' 58''$.

"At 2.25 o'clock p. m. we started again, and after traveling 9 miles (and during the day $15\frac{1}{4}$ miles) we formed our encampment on a small stream called the Dry Sandy at 6.40 p. m.

"It is three years to-day since our brethren Joseph and Hyrum Smith were taken from us, and it was a general feeling in camp to spend the day in fasting and prayer; but the Gentile companies being close in our rear and feed scarce, it was considered necessary to keep ahead for the benefit of our teams. Many minds, however, have reverted back to the scenes of Carthage jail, and it is a satisfaction that we have so far prospered in our endeavors to get from under the grasp of our enemies.

"Monday, June 28.—The morning is fine but cold. Many of the brethren are trading with Mr. Harris for pants, jackets, shirts, etc., made of buckskin, and also the skins themselves. He sells the skins at \$1.50 apiece, pants at \$3 a pair, etc. He will take rifles, powder, lead, caps, or calico, and domestic shirts in exchange, at his own price. At 7.30 a. m. we proceeded on our journey, Mr. Harris waiting for the other companies. After traveling 6 miles we came to a point where the road forks, one continuing in a westerly direction the other taking a southwest course. We took the left-hand road, which leads to California. This junction of the road is $297\frac{1}{2}$ miles from Fort John. We then continued our travel until 1 o'clock p. m.; when we arrived and halted for noon on the east bank of Little Sandy, having traveled $13\frac{1}{2}$ miles over a sandy and gravelly plain without signs of wood, water, or feed for our teams. This stream is 20 feet wide on an average, but at the fording place 3 rods wide and $2\frac{1}{2}$ feet deep. The grass is scarce. We saw a few antelopes this morning, but the frequent travel in this country makes them wild.

"At 4.15 p. m. we resumed our journey and forded the river. Then, after traveling a little over a mile, we met Col. James Bridger,¹ of Bridger's Fort, on his way to Fort John, in company with two of his men. Being informed that we had designed to call at his place to make some inquiries about the country,

¹ James Bridger is described by Capt. R. B. Marcy as an illiterate man, "tall, thin, wiry, with a complexion well bronzed by toil and exposure, with an independent, generous, open cast of countenance, indicative of brave and noble impulses." P. W. McAdow, of Billings, Mont., who knew Bridger well, says he was born in Washington, D. C., in 1807, and joined Ashley's Fur Co. for the mountains in 1826. In his long experience in the western wilds, as an explorer, trapper, hunter, and guide, he became well acquainted with nearly every part of the mountains and had the reputation of being the most skillful and reliable guide known. While in the east in 1856-57 he purchased a farm near Westport, Mo., but the change in his habits was unendurable, and he returned to the mountains and resumed the occupation of guide, which he followed until age compelled him to abandon it, when he went to live upon his farm. He died at his home near Westport in 1881. For some reason or other, Bridger was hostile to the saints, and when the Indian war broke out in 1853 he was accused of furnishing the savages with arms and ammunition to be used against the Mormons. This was nothing less than treason, and when this became known Mr. Bridger found it necessary, for the sake of his personal safety, to abandon Fort Bridger and get out of the Territory.

etc., he said if we would turn off here and camp he would stay with us till morning. A camping place was consequently selected and we turned off from the road about a quarter of a mile and formed our encampment near the Sandy at 6 o'clock p. m., having traveled this afternoon $1\frac{3}{4}$ miles and during the day $15\frac{1}{4}$ miles.

"Soon after forming our encampment, the twelve and several others had an interview with Mr. Bridger, the object being to make inquiries concerning our future route, and the country ahead, but it was impossible to form a correct idea of either, owing to the very imperfect and irregular way in which he gave his description, but the general items are in substance as follows:

"We will find better grass as we proceed. There is no blacksmith shop at his fort at present; there was one but it was destroyed. Nearly a hundred wagons have gone over the Hastings route through Webers Fork. They crossed the Blacks Fork, and went a little south of west from his place. It is impossible for wagons to follow down Green River. Neither can it be followed in boats. * * * From Bridger's Fort to the Great Salt Lake, Hastings said, was about 100 miles. Bridger himself had been through 50 times, but could form no correct idea of the distance. Mr. Hastings's route leaves the Oregon road at Bridger's. We could pass over the mountains farther south but in some places we would meet with heavy bodies of timber and would have to cut our way through. In the Bear River Valley there is oak timber, sugar trees, cottonwood, and pines. There is not an abundance of sugar maple, but plenty of beautiful pines. There is no timber on the Utah Lake, but some on the streams emptying into it. Into the outlet of the Utah Lake three well-timbered streams empty. In the valleys southeast of the Salt Lake there is an abundance of blue grass and red and white clover. The outlet of the Utah Lake does not form a large river, neither a rapid current, but the water is muddy and the banks of the river low. Some of his men have been around the Salt Lake in canoes. But while they went out hunting their horses were stolen by the Indians. They then spent three months going around the lake in canoes hunting beavers, the distance being 550 (?) miles. The Utah Tribe of Indians live around the lake and are a bad people; if they catch a man alone they are sure to rob and abuse him, if they don't kill him, but parties of men are in no danger. These Indians are mostly armed with guns. * * * There was a man who had opened a farm in Bear River Valley, where the soil is good and likely to produce grain were it not for the excessive cold nights. There is a good country south of the Utah Lake or southeast of the Great Basin.

"Three rivers unknown to travelers enter into the Sevier Lake. There is also a splendid country north of the California mountains, calculated to produce every kind of grain and fruit, and there are several places where a man might pass from it over the mountains to the California settlements in a day. * * * The great desert extends from the Salt Lake to the Gulf of California, which is perfectly barren. Mr. Bridger supposes it to have been an arm of the sea. There is a tribe of Indians in that country who are unknown to either travelers or geographers. They make farms and raise an abundance of grain of various kinds. He can buy any quantity of the very best wheat from them. * * * This country lies south of Salt Lake, distant about 20 days' travel, but the country through which one would have to go to reach it is bad, and there would be no grass for animals to subsist on. He supposes there might be access to it from Texas. * * * He never saw any grapes on the Utah Lake, but there are plenty of cherries and berries of several kinds. He thinks the region around the Utah Lake is the best country in the vicinity of the Salt Lake, and the country is still better the farther south one goes until the desert is reached, which is upward of 200 miles south of the Utah Lake. There is plenty of timber on all the streams and mountains and an abundance of fish in the streams. * * * He passed through the country a year ago last summer in the month of July; there is generally one or two showers of rain every day, sometimes very heavy thunderstorms but not accompanied by strong winds. * * * He said we would find plenty of water from here to Bridger's Fort, except after crossing Green River, when we have to travel about 20 miles without water, but there is plenty of grass. * * * We need not fear the Utah Indians, for we could drive the whole of them in 24 hours. Mr. Bridger's theory was not to kill them, but make slaves of them. The Indians south of the Utah Lake raise as good corn, wheat, and pumpkins as was ever raised in old Kentucky.

"Such was the information we obtained from Mr. Bridger, but we shall know more about things and have a better understanding when we have seen the country ourselves. Supper having been provided for Mr. Bridger and his men, the council

was dismissed, Mr. Bridger going with President Young to supper. The remainder of the pioneers retired to their wagons conversing on the subjects touched upon. The evening was fine and mosquitoes plentiful.

"Tuesday, June 29.—The morning was pleasant. Later in the day it was very hot. We started at 7:40 o'clock a. m. and traveled over a very good road through a barren country until nearly 11 o'clock, when we halted for noon on the banks of the Big Sandy, in latitude $42^{\circ} 6' 42''$, having traveled $6\frac{3}{4}$ miles. This stream appears to be about 5 rods wide at this place and about 3 feet deep in the channel. There is some timber on its banks and plenty of grass in places for teams.

"At 1.30 p. m. we again proceeded, President Young and some others going ahead in the cutter wagon to look out a camp ground for night. Our course still lay southwest; the road is generally good, passing over gently rolling and hard sandy land; in some places the surface is covered with loose fragments of hard rock. After traveling $9\frac{1}{2}$ miles President Young rode up and reported that we would have to go at least 6 miles farther before we could get feed. Consequently we traveled till after dark over a hilly country, and at 9.05 o'clock p. m. we formed our encampment on the right bank of the Big Sandy, having traveled since noon 17 miles and during the day $23\frac{3}{4}$ miles, which is the greatest day's journey we have made since leaving Winter Quarters. The camp was formed by moonlight. The grass here was good, but no wood for fuel upon this bank. Toward sundown mosquitoes were exceedingly troublesome, but the coolness of the evening soon quieted them.

"Many of the brethren have been seized with sickness within the past three days, and a number more were feeling ill this evening. They generally begin with headache, succeeded by violent fever, and some go delirious for a while. Brother Fowler was seized this afternoon and this evening he is raving. There has been no cases considered dangerous yet nor any of long duration.

"Wednesday, June 30.—At 5.30 o'clock this morning the thermometer stood at 46° . As the sun rose higher the day became very warm. Several new cases of sickness were reported. We resumed our journey at 8.30 a. m., President Young, Kimball, and others going on ahead again. We found the roads very good but sandy, filling the wagons with dust. At 11.30, having traveled 8 miles, we arrived on the banks of Green River and formed our encampment in a line under the shade of the cottonwood timber.

"Green River is very high, there being in the channel from 12 to 15 feet of water; the width of the stream is about 18 rods, with a very rapid current. Its banks are well lined with cottonwood, but none large enough to make a canoe. The grass grows good and plentiful, but still not so much as has been represented. This river is $338\frac{1}{2}$ miles from Fort John. After dinner the brethren commenced making two rafts, one for each division, and soon afterwards Samuel Brannan arrived in camp, having come from the Bay of San Francisco on the Pacific coast to meet us, obtain counsel, etc. He is accompanied by a Mr. Smith and another young man. They have come by way of Fort Hall."

Samuel Brannan was the man who was appointed in New York City the previous year to take charge of a company of saints consisting of over 200 persons and conduct them by ship to upper California by way of Cape Horn. For that purpose he engaged the ship *Brooklyn*, which sailed from New York February 4, 1846, and arrived in California July 31 following. "Since that," writes Orson Pratt, "Brother Brannan had for most of the time been engaged in locating a colony of the saints on the San Joaquin River; and having brought a good printing press with him he published a paper called the California Star, 16 numbers of which he had issued and brought with him to our camp. He left the Bay of San Francisco expressly to meet us, on the 4th of April last, accompanied by only two persons; and, having at this early season of the year braved the dangers of the deep snows upon the mountains, and the wild and savage tribes of Indians that roam over these terrific regions, he arrived in safety at our camp, having also passed directly over the camping ground where about 40 or 50 California emigrants had perished and been eaten up by their fellow sufferers only a few days before. Their skulls, bones, and carcasses lay strewed in every direction. He also met the hindmost of one of these unfortunate creatures making his way into the settlements. He was a German and had lived upon human flesh for several weeks."

Toward evening the pioneer camp was visited by a heavy windstorm. The first division finished their raft before dark. Some of the brethren caught some very nice fish in a slough a short distance below the camp.

Thursday, July 1.—The brethren commenced ferrying, but only succeeded in getting 14 wagons across because of the very high wind.

Friday, July 2.—The day was more pleasant than the preceding one, and the ferrying continued more rapidly. In the afternoon the twelve had a council and decided to send three or four men back to act as guides to the next company.

Saturday, July 3.—The brethren continued ferrying, and before noon all the wagons had got across without accident. In the afternoon the camp traveled 3 miles down the river and encamped on its right bank, opposite the point where Big Sandy empties into Green River, where there was good grass. The mosquitoes were more troublesome than ever; they were so numerous that they literally covered everything, and both men and beasts suffered considerable through their annoyance. In the evening the camp was called together, and such of the brethren as felt desirous to return and meet their families were given the privilege of doing so. The families were expected to be in the next emigration camp, supposed to be several hundred miles in the rear. Five volunteered to return, namely, Phineas H. Young, George Woodward, Aaron F. Farr, Eric Glines, and Rodney Badger. President Young also gave the brethren some instructions about trading at Fort Bridger when they should arrive there. The five men who expected to return were to take the Cutter wagon instead of a horse each, as so many animals could not be spared by the camp.

Sunday, July 4.—The day was fine and warm. In the morning the five brethren started back, taking with them instructions to the saints whom they should meet, and also a short synopsis from some of the brethren's journal as a reference, containing the distances, good camping places, etc., and if they should meet the detachment of the Mormon Battalion under Captain Brown one was counseled to return as a guide to the detachment, if desired. President Young, Kimball, and others returned with the brethren to ferry them over the river. While they were gone the camp met for public worship under the presidency of the bishops. At 2.30 p. m. the brethren returned from the ferry accompanied by 12 of the battalion brethren who had wintered at Pueblo. They, together with the rest of the detachment, had been ordered to march to the Pacific and had started for the mountains, but 13 men had been detached by Captain Brown to go in advance of the main body in order to obtain some horses that had been stolen from them while at Pueblo. The thieves, they had learned, were at Fort Bridger. These 13 brethren met the 5 returning pioneers at the Green River ferry, and one of them, William Walker, returned with the pioneer brethren to meet his wife. When the 12 soldiers arrived at the pioneer camp they were greeted with three hearty cheers.

Monday, July 5.—The morning was calm and clear. The pioneers left their camping ground at 8 o'clock a. m. and traveled $3\frac{1}{2}$ miles, following the right bank of Green River. Elder Pratt writes:

"Here we came to a short halt and watered our animals and again started, leaving Green River, and gradually ascended the bluffs and continued over a gently undulating sandy plain, destitute of grass and water, for $16\frac{1}{2}$ miles, when we gradually descended upon the left bank of Blacks Fork. This stream is about 70 feet wide, swift current, and its waters somewhat roily. The most of the mountain streams of any size have at this stage of water a muddy appearance, although when low they are represented to be very clear. We encamped for the night on the left bank of Blacks Fork; grass not very good and no timber. Several of the camp have for a few days been slightly afflicted with fever, probably occasioned by the suffocating clouds of dust which rise from the sandy road and envelop the whole camp when in motion, and also by the sudden changes of temperature, for during the day it is exceedingly warm, while the snowy mountains, which surround us on all sides, render the air cold and uncomfortable during the absence of the sun. * * *

"Tuesday, July 6.—The morning is calm and very pleasant. We traveled $3\frac{3}{4}$ miles, and forded Ham's Fork, which is now about 35 or 40 feet wide, and about 2 feet deep. In $1\frac{1}{2}$ miles we came to Black's Fork ford, which is about $2\frac{1}{2}$ feet deep in the channel. We proceeded on about 13 miles and recrossed Black's Fork, the depth about the same as below. We camped upon the left bank. The grass was good; some dense clusters of willow and four or five cottonwood trees stood near our camp. Around our encampment we noticed considerable quantities of flax. A number of fish (by some called salmon-trout) weighing from 1 to 10 pounds have been caught with the hook in the different streams on this side of the South Pass.

"Wednesday, July 7.—Orson Pratt started ahead of the camp this morning for the purpose of taking some observations. The camp resumed the journey at 8 o'clock a. m. and after traveling $2\frac{1}{2}$ miles forded Black's Fork once more. A further travel of $2\frac{3}{4}$ miles brought them to a stream about 2 rods wide and 2 feet deep, which they also forded, and then continued the journey until noon, when

they halted on the banks of the last stream, having traveled 9 miles over a pretty rough road. In the afternoon the journey was continued, and after traveling $7\frac{1}{2}$ miles they arrived on the right bank of Black's Fork, where nine Indian lodges stood a few feet apart, occupied by the families of the trappers and hunters who had taken squaws for wives. A number of half-breed children were seen playing about their lodges. The camp halted awhile at this point, and among the trappers located there they found a Mr. Goodale, who had passed the pioneers at the Platte ferry. Continuing three-quarters of a mile further in a westerly direction, the camp, after crossing four branches of Black's Fork, without any road but a footpath, arrived at Fort Bridger,¹ which, according to the pioneer roadometer is 397 miles from Fort Laramie or Fort John. The teams here turned to the south, and after crossing three more branches of the river encamped within half a mile of the post.

"Black's Fork," writes Elder Pratt, "is here broken up into quite a number of rapid streams, forming a number of islands, all containing seven or eight hundred acres of most excellent grass, with considerable timber, principally cottonwood and willow. Bridger's post consists of two adjoining log houses, dirt roofs, and a small picket yard of logs set in the ground and about 8 feet high. The number of men, squaws and half-breed children, in those houses and lodges, may be about 50 or 60. I took some astronomical observations, which gave for the latitude of the post $41^{\circ} 19' 13''$. By a mean of two barometrical observations, taken on the 7th and 8th, the calculated height above the level of the sea was 6,665 feet. The distance from the South Pass is $109\frac{1}{2}$ miles. Mosquitoes very numerous and troublesome.

"Thursday, July 8.—The morning is cold. Ice was formed during the night, which, however, was soon melted by the rising sun, the thermometer standing at 9 o'clock at 66° , with a brisk wind from the southwest. Several large speckled trout were caught with the hook this morning. Our blacksmiths are busily engaged in setting wagon tires, shoeing horses, etc., and preparing for a rough mountainous road, in a southwesterly direction toward the Salt Lake.

"Friday, July 9.—Samuel Brannan, Thomas Williams, one of the battalion brethren, and a few others returned toward the South Pass to meet the main detachment of the battalion. We again resumed our journey, taking Mr. Hastings's new route to the Bay of San Francisco; this route is but dimly seen, as only a few wagons passed over it last season. We continued gradually to ascend, and in $6\frac{1}{4}$ miles came to a small brook, formed by a spring and melting snow, which lay in places upon its banks. In about three-quarters of a mile we crossed this brook, and ascended a long steep hill for about half a mile, at the top of which I obtained the latitude, which was $41^{\circ} 16' 11''$, after which our road led across a comparatively level tableland for 2 or 3 miles. We then descended 150 or 200 feet down a very steep hill. We traveled $5\frac{1}{2}$ miles from the station where I took the latitude, descending 400 or 500 feet, and crossed a stream about 15 feet wide and $1\frac{1}{2}$ feet deep—very clear water; this is said to be a branch of Muddy Fork. Some few willows are growing upon its banks. We encamped on the left bank for the night, it being 13 miles from Bridger's. The grass is good; there is a quantity of large grass, which very much resembles wheat, having heads and nearly as tall; our animals are very fond of it. We discovered now and then a little of this kind of grass on the Sweetwater, but as we continue our journey it increases in quantity. There is another species of fine tender grass, which the animals are also extremely fond of. We saw to-day considerable cedar upon the hills, on each side of our road; it is low and scrubby. No game is to be seen. A short distance from where we encamped we saw an abundance of fine grit sandstone of very excellent quality for grindstones.

"Saturday, July 10.—We commenced gradually to ascend, passing a small spring which we called Red Mineral Spring, from the extreme redness of the soil out of which it issued; its taste was very disagreeable, and no doubt poisonous, on account of the great percentage of copperas which it contained; from the taste, I should judge that it also contains considerable alum. After a journey of 5 miles we attained the summit of a ridge between two branches of Muddy Fork. The barometric height above the sea was 7,315 feet, 230 feet higher than the South Pass. From this summit we commenced descending for about 1 mile, and came upon a small level valley, from 30 to 50 rods wide; there was some water in places in this valley, proceeding principally from mineral springs. From the ridge we had descended 300 or 400 feet. We followed up this valley

¹ Fort Bridger was the second permanent post established on the great overland road of travel, Fort Laramie only antedating it. It was erected on a delta formed by several branches of Black's Fork of Green River. It was occupied by James Bridger during the interesting period of the earliest migration to the Pacific coast. He abandoned it in 1853.

to the southwest, and halted for noon 3 miles from the last-named ridge, latitude $41^{\circ} 14' 21''$. We continued on for 5 miles, our road ascending gradually for awhile, and then quite abruptly, until we attained the summit of the dividing ridge between the waters of the Gulf of California and those of the Great Salt Lake, or the branches of Muddy Fork on the east and Bear River on the west. The barometric elevation of this ridge above the sea is 7,700 feet, being 615 feet higher than the South Pass at the head of the Sweetwater. From this summit we commenced descending very abruptly at first, and then more gradually. We continued down this narrow valley in a southwesterly direction for about 4 miles; no running water, but some standing in pools; the grass was good. From this ravine we crossed a slight elevation on the left, and descended gradually upon a small tributary to Bear River; here we encamped for the night. About 25 rods south of this stream, coming out of the bluffs on the left bank, is a most excellent cold spring of pure water; good grass. Some few willows, with the wild sage, was our fuel as usual. On the side of the hills to the northwest, about 100 rods, are some few cedars. We are now 5 miles from the summit of the last dividing ridge. We traveled 18 miles to-day. Just before our encampment, as I was wandering alone upon one of the hills, examining the various geological formations, I discovered a smoke some 2 miles from our encampment, which I expected arose from some small Indian encampment. I informed some of our men, and they immediately went to discover who they were; they found them to be a small party from the Bay of San Francisco, on their way home to the States. They were accompanied by Mr. Miles Goodyear, a mountaineer, as far as this point where Mr. Goodyear, learning from us that the Oregon emigration was earlier than usual, and that they, instead of coming by way of Bridger's had taken a more northern route, concluded to go down Bear River and intercept them for the purpose of trade.

"Sunday, July 11.—Mr. Craig and three others proceeded on their journey for the States. Mr. Goodyear and two Indians went down Bear River. The morning is clear, calm, and pleasant, although it was cold during the night, and considerable ice was formed. About $1\frac{1}{2}$ miles south we discovered a mineral tar spring, and a few rods to the northeast some sulphur springs. At this point the roads fork, a few wagon tracks bearing off to the south, while a few others bore down the small creek on which we were encamped.

"Monday, July 12.—This morning we resumed our journey, taking the right hand fork of the road down the creek, which is represented as being the nearest, and $1\frac{3}{4}$ miles brought us to Bear River ford. The river here is about 60 feet wide, $2\frac{1}{2}$ feet deep; a very rapid current and the bottom completely covered with rounded bowlders, some of which were about as large as a human head. The height above the sea is 6,836 feet. Some speckled trout were caught in the stream this morning. The road again forks at this place. We took the right hand, which bore a few degrees south of west. For about 2 miles our road gradually ascended, and crossing a ridge we commenced descending, following down for several miles a ravine in which there was little water. Plenty of grass, of an excellent quality, is found in almost every direction. The country is very broken, with high hills and valleys, with no timber excepting scrubby cedar upon their sides. Antelope again appear in great abundance, but rather wild; 10 or 12 were brought in by our hunters in the course of the day. The road is exceedingly difficult to find excepting in places where the grass has not completely obscured it. We halted for noon a little east of a pudding stone formation. This ledge is on the right of the road which passes along at its base. The rocks are from 1 to 200 feet in height, and rise up in a perpendicular and shelving form, being broken or worked out into many curious forms by the rains. Some quite large bowlders were cemented in this rock. President Young, being sick, concluded to stop a few hours and rest; several wagons stopped with him for company, the rest being requested to move on.

"We continued down the ravine but a short distance, where it empties its waters into a small tributary of Bear River, which we crossed and again began to ascend for some distance, when we crossed another ridge and descended rather abruptly at first, but afterwards more gradually into another ravine, at the head of which was a spring of cold water. We continued descending this ravine until toward evening, when we encamped at the foot of a ledge of rocks on the right. Here is the mouth of a curious cave in the center of a coarse sandstone fronting to the south, and a little inclined from the perpendicular. The opening resembles very much the doors attached to an out-door cellar, being about 8 feet high and 12 or 14 feet wide. We called it Redding's Cave, a man by that name being one of the first in our company who visited it. We went into this cave about 30 feet, where the entrance becoming quite small, we did not feel disposed to penetrate it

any further. On the under side of the roof were several swallows' nests. President Young did not overtake us to-night.

"Tuesday, July 13.—Early this morning we despatched two messengers back to meet President Young, being unwilling to move any further until he should come up. The barometer here indicates quite a fall since leaving Bear River, the thermometer standing at 6.30 a. m. at 60.5°. The morning is calm and clear. The two messengers returned, and Heber C. Kimball with them. They reported that President Young was getting better, but that he did not think of moving to-day. Those of the twelve present directed me to take 23 wagons and 42 men, and proceed on the journey, and endeavor to find Mr. Reed's route across the mountains, for we had been informed that it would be impracticable to pass through the canyon (Weber) on account of the depth and rapidity of the water. About 3 p. m. we started, and proceeded down Red Fork (Echo Creek) about 8¾ miles and encamped. At present there is not much water in this fork thus far. The height of our encampment above the sea is 6,070 feet."

Following are the names of those who went ahead in Elder Pratt's advance company to look out and make a road:

Orson Pratt (commanding), Stephen Markham (aid), John Brown, C. D. Barnum, Charles Burk, Francis Boggs, A. P. Chessley, Oscar Crosby, Lyman Curtis, James Chessney, Walter Crow, John Crow, Robert Crow, Walter H. Crow, Benjamin B. Crow, John S. Eldredge, Joseph Egbert, Nathaniel Fairbanks, John S. Freeman, Green Flake, John S. Gleason, David Grant, Hans C. Hansen, Levi Jackman, Stephen Kelsey, Levi N. Kendall, Hark Lay, Joseph Matthews, Lewis B. Myers, Elijah Newman, David Power, O. P. Rockwell, Jackson Redding, Shadrach Roundy, James W. Stewart, Gilbert Summe, Horace Thornton, Marcus B. Thorpe, George W. Therlkill, Norman Taylor, Seth Taft, Robert Thomas.

Total, 42 men with 23 wagons; also Brother Crow's family of women and children.

The main camp remained at the head of Echo Canyon, while President Young and those with him were still encamped where they nooned on the 12th.

Wednesday, July 14.—Elder Orson Pratt's advance company traveled 6¾ miles and halted for noon in latitude 41° 1' 47". In the afternoon they traveled 6¼ miles further which brought them to the junction of Red (Echo Creek) and Webers Forks. "We have been shut up in a narrow valley (Echo Canyon)," writes Elder Pratt, "from 10 to 12 rods wide, while upon each side the hills rise very abruptly from 800 to 1,200 feet, and the most of the distance we have been walled in by vertical and overhanging precipices of dred pudding-stone, and also red sandstone, dipping to the northwest in an angle of about 20° (the valley of the Red Fork being about southwest). These rocks were worked into many curious shapes, probably by the rains. The country here is very mountainous in every direction. Red Fork, toward the mouth, is a small stream about 8 feet across; it puts into Webers Fork from the right bank. Webers Fork is here about 70 feet wide, from 2 to 3 feet deep; a rapid current, stony bottom, consisting of boulders; water very clear; its course bearing west-northwest. Height of the junction above the sea, 5,301 feet. The road has been quite rough, crossing and recrossing the stream a great number of times. There is some willow and aspen in the valley and upon the side hills, and some scrubby cedar upon the hills and rocks as usual."

The main company remained in camp.

Thursday, July 15.—Orson Pratt's advance company resumed the journey down the Weber, crossing to the left bank. Elder Pratt writes:

"We traveled about 6 miles, and encamped about 1 mile above the canyon, which at the entrance is impassable for wagons. The road, crossing the river to the right bank, makes a circuit of about 2 miles, and enters the canyon at the junction of a stream (Lost Creek) putting in from the right bank, about one-third as large as Webers Fork. I rode on horseback, in company with John Brown, about 5 miles down from our encampment, and being convinced that this was the 10-mile canyon which had been spoken of, we returned to camp. In the meantime Stephen Markham, with one or two others, had gone up the river on the right bank, in search of Reed's trail across the mountains, leading down to the southeastern shores of the Salt Lake. Brother Brown and I also went in search, traveling along the bluffs on the south. We soon struck the trail, although so dimly seen that it only now and then could be discerned; only a few wagons having passed here one year ago, and the grass having grown up, leaving scarcely a trace. I followed this trail about 6 miles up a ravine, to where it attained the dividing ridge leading down into another ravine, in a southerly direction, and

returned again into camp. There is some cottonwood timber fringing the shores of Webers Fork, and also thick clusters of willows, making very close thickets for bears, which, from their large tracks and the large holes they have made in digging for roots, must be very numerous."

In the morning of this day President Young, and those who had remained behind with him (8 wagons), joined the main company at the encampment at the head of Echo Canyon. The president was much better. In the afternoon the journey was resumed and the company traveled $4\frac{1}{2}$ miles down Echo Canyon, and camped at the foot of a high red bluff and near a beautiful spring of good clear water. Several very refreshing showers of rain purified the air in the afternoon.

Friday, July 16.—From Pratt's advance company Orrin P. Rockwell was sent back to report to the rear camps that the new route, which it had been anticipated would be difficult to discover, had been found. "We resumed our journey," writes Orson Pratt, "up a small stream on Reed's route, sending in advance of the wagons a small company of about a dozen with spades, axes, etc., to make the road passable, which required considerable labor. We traveled about 6 miles, and, crossing the ridge, began to descend another ravine. Traveled down about $2\frac{1}{2}$ miles, which took about four hours' labor, and encamped for the night. There was plenty of grass and water; some antelope; small willows in abundance. After we had encamped Elijah Newman and myself walked down the ravine to examine the road. We found that Mr. Reed's company last season had spent several hours' labor in spading, etc., but finding it almost impracticable for wagons they had turned up a ravine at the mouth of which we had encamped, and taken a little more circuitous route over the hills."

The main company traveled down Echo Canyon about 16 miles. In crossing the creek one of the wagons broke down, but with some delay was repaired. While nooning $6\frac{1}{2}$ miles from the previous night's encampment, Orrin P. Rockwell met them from the advance company. The evening's encampment was formed about a mile above the junction of Echo Creek and the Weber River.

Saturday, July 17.—Orson Pratt writes:

"We had a severe frost last night. Early this morning I started out alone, and on foot, to examine the country back, to see if there was not a more practicable route for the companies in the rear than the one we had come. I was soon satisfied that we had taken the best and only practicable route; met a large gray wolf about 4 rods from me. I returned to camp and counseled the company not to go any farther until they had spent several hours' labor on the road over which we passed yesterday afternoon; and all who were able to work labored about two-thirds of the day upon the same. Leaving orders for the camp toward night to move on, Elder Brown and myself rode on to explore. About $3\frac{1}{8}$ miles brought us down upon the right bank of the creek, which was about 20 feet wide and had a swift current. This creek (East Canyon Creek) passes through a canyon about 40 rods below, where it is for a few rods shut up by perpendicular and overhanging walls, being a break in a mountain, which rises several hundred feet upon each side. The creek plunges underneath a large rock which lays in its bed, near the foot of the canyon, blockading the same, and making it wholly impassable for wagons or teams. We followed the dimly traced wagon tracks up this stream for 8 miles, crossing the same 13 times. The bottoms of this creek are thickly covered with willows, from 5 to 15 rods wide, making an immense labor in cutting a road through for the emigrants last season. We still found the road almost impassable, and requiring much labor. The mountains upon each side rise abruptly from 600 to 3,000 feet above the bed of the stream. Leaving our horses at the foot, we ascended to the summit of one which appeared to be about 2,000 feet high. We had a prospect limited in most directions by still higher peaks; the country exhibited a broken succession of hills piled on hills, and mountains on mountains, in every direction. We returned and met our camp about $4\frac{3}{4}$ miles from where they were encamped in the morning. They were encamped about 2 miles above the canyon, on the left bank of Canyon Creek. At this place there is a small rivulet which runs down from the mountains; the water is pure and cold."

In the main camp a forge was set up, and some of the wagons were subjected to the process of repairing. "The cattle and mules seem very uneasy," writes William Clayton, "and continue lowing and braying all the morning. I suppose it is in consequence of the singular echo resounding in the mountains, they no doubt thinking they are answered by other animals in the distance. At 9.40 o'clock a. m. we resumed our journey, and after traveling a mile we arrived at the junction of Red Fork with the Weber River, after which we turned to the right, traveling in a northwesterly direction. We have traveled through this

narrow ravine (Echo Canyon) for a distance of 23 miles. President Young, who is still very sick, could not endure traveling farther. Accordingly an encampment was formed on the banks of the river, only $2\frac{1}{2}$ miles from the encampment of the previous night. In the afternoon Elders Kimball, Richards, Smith, Benson, and others went on to a neighboring mountain and prayed for the recovery of President Young and others who were sick in camp.

"Sunday, July 18.—The morning was cold and the ground whitened with snow. Meetings were held in both camps. The members of the main camp were called together in the morning and addressed by Heber C. Kimball, who proposed to the brethren that instead of their scattering off—some hunting, others fishing and others climbing mountains—they should meet together to pray and exhort each other, asking the Lord to turn away the sickness that infested the camp, and especially heal the President, that the company might proceed on their journey. It was decided that the brethren should assemble at the sound of the bugle at 10 o'clock a. m., in a little grove of shrubbery which had been prepared for the purpose opposite the wagons. During the meeting Elder Kimball proposed to the brethren that the whole camp, except President Young and 8 or 10 wagons with brethren enough to take care of him, proceed on the following day over the mountains, and after finding a suitable place begin to plant potatoes, etc., as there was but little time to spare. This proposition was accepted by unanimous vote. In the afternoon another meeting was held, and Elder Kimball prophesied good things concerning the camp. The sacrament was also administered and a good spirit prevailed. The weather was very hot."

Monday, July 19.—Elders Pratt and Brown started from the advance camp soon after sunrise to examine the road and country ahead. "We continued along the road which we explored the day before," writes Elder Pratt, "and ascertained that the road left Canyon Creek near the place where we stopped the day before, and ran along in a ravine to the west. We ascended this ravine gradually for 4 miles, when we came to the dividing ridge. Here we fastened our horses, and ascended on foot a mountain on the right for several hundred feet. Both from the ridge, where the road crosses, and from the mountain peak, we could see over a great extent of the country. On the southwest we could see an extensive level prairie, some few miles distant, which we thought must be near the lake. We came down from the mountain and mounted our horses, and road down on the southwest side of the mountain; the descent is very rapid at first. We traveled down several miles and found that the small stream we were descending passed through a very high mountains where we judged it impossible for wagons to pass; and after searching awhile, we found that the wagon trail ascended quite abruptly for about $1\frac{1}{2}$ miles, and passed over a mountain, and down into another narrow valley, and thus avoided the canyon; after making these explorations we returned to our camp, which we met $6\frac{1}{4}$ miles from their morning encampment, having performed a great deal of labor on the road. Elder Rockwell had returned, bringing us the intelligence that the most of the pioneer wagons were within a few miles of us. A fresh track of a buffalo was discovered in this ravine; he had rubbed off some of his hair upon the brush in his path, probably the only one within hundreds of miles."

The main camp—leaving the wagons of President Young, Kimball, and a few others behind—moved on, and after traveling $2\frac{1}{4}$ miles forded the Weber.

The course was then changed to the west and the company traveled up a canyon over a very rough and dangerous road. About $3\frac{1}{2}$ miles from the fording of the Weber, the brethren stopped to build a bridge over a mountain stream, and after traveling with much difficulty $2\frac{1}{4}$ miles further, they arrived at the summit of the dividing ridge where they put up a guide board with this inscription, "80 miles to Fort Bridger." They found the descent quite steep and dangerous, and in going down a steep pitch George A. Smith's wagon broke down. The company nooned at 2 p. m. by a small creek, after traveling $10\frac{1}{2}$ miles that day. In the afternoon they traveled $3\frac{1}{4}$ miles over steep hills and very rough roads and finally camped on "a small spot surrounded by willows." The day was hot and the traveling extremely hard that day.

Tuesday, July 20.—The morning was frosty. Orson Pratt wrote a description of the road and country he and others had traversed for several miles ahead and left the same deposited in a conspicuous place for the benefit of the camp which were soon expected to pass. The advance company resumed the journey about 9 o'clock in the morning, being hindered more than usual by some cattle which had strayed a short distance. They traveled during the day about 6 miles over the mountains, laboring diligently upon the road. By his usual observations with his instrument, Orson Pratt determined the altitude of the camp to be 7,245 feet above sea level.

In the main camp a number of wagons were repaired, including George A. Smith's which broke down the day before. One of Brother Crow's men arrived from Elder Pratt's advance company, which he reported about 9 miles ahead. The main company traveled $7\frac{1}{4}$ miles over the worst road yet experienced by the pioneers, and crossed Canyon Creek 11 times. "The road," writes Elder Clayton, "is one of the most crooked I ever saw; there are very many sharp turns, and the willow stubs standing makes it very rough for the wagons." The encampment for the night was formed on a ridge.

President Young's rear company started early in the morning and stopped for breakfast after a 5-mile drive. President Young traveled in Wilford Woodruff's carriage, and although the fever was still on him, he stood the journey well. After breakfast the company traveled about 10 miles over a very rough, mountainous road.¹

Wednesday, July 21.—Orson Pratt's advance company resumed the journey. "We traveled $2\frac{1}{2}$ miles," writes Elder Pratt, "and ascended a mountain for $1\frac{1}{2}$ miles; descended upon the west side 1 mile; came upon a swift running creek, where we halted for noon; we called this Last Creek.

"Brother Erastus Snow (having overtaken our camp from the other camp, which he said was but a few miles in the rear) and myself proceeded in advance of the camp down Last Creek $4\frac{1}{2}$ miles, to where it passes through a canyon and issues into the broad open valley below. To avoid the canyon the wagons last season had passed over an exceedingly steep and dangerous hill. Brother Snow and myself ascended this hill, from the top of which a broad open valley, about 20 miles wide and 30 long, lay stretched out before us, at the north end of which the broad waters of the Great Salt Lake glistened in the sunbeams, containing high mountainous islands from 25 to 30 miles in extent. After issuing from the mountains, among which we had been shut up for many days, and beholding in a moment such an extensive scenery open before us, we could not refrain from a shout of joy, which almost involuntarily escaped from our lips the moment this grand and lovely scenery was within our view. We immediately descended very gradually into the lower parts of the valley, and although we had but one horse between us, yet we traversed a circuit of about 12 miles before we left the valley to return to our camp, which we found encamped $1\frac{1}{2}$ miles up the ravine from the valley, and 3 miles in advance of their noon halt. It was about 9 o'clock in the evening when we got into camp. The main body of the pioneers who were in the rear were encamped only $1\frac{1}{2}$ miles up the creek from us, with the exception of some wagons containing some who were sick, who were still behind."

The main company broke camp at 6.30 o'clock a. m. and crossed what afterwards was known as the Big Mountain. "From the top of this ridge," writes William Clayton, "we can see an extensive valley to the west, bounded on every side by high mountains, many of the peaks of which are white with snow. We halted on the ridge a little while and then prepared to descend, and in doing so many of the teamsters locked both hind wheels of their wagons. We found the road very steep and rendered dangerous by the many stumps of trees left standing in the road. About a mile and a half from the top is a spring and a stream of very good cold water, where we halted to let the teams drink. After this we found the road was not so steep but still very rough, winding between high hills or mountains, through willows, brush, wood, and rocks and also over soft places, crossing the creek a number of times. After traveling $4\frac{1}{2}$ miles from the top of the ridge we came to a good spring of cold water, plenty of grass, and a good place to camp. Our teams have now been in the harness about 10 hours without eating, and some of the brethren desired to camp by the spring, but others wished to go further and so we continued, turning suddenly to the

¹ The following incident illustrating the excessive toil endured by the camp hunters in providing food occurred on Canyon Creek: "There was no meat in camp," writes James A. Little in his little work entitled 'From Kirtland to Salt Lake City,' "and Joseph Hancock left it early one morning to make an effort to supply the want. He felt impressed that on the top of a high ridge which loomed up in the distance, in the clear mountain air, he would be successful. Arriving there, for the first time he saw a portion of Salt Lake Valley, and realized his anticipations of the morning by killing a large elk. Making it lighter by leaving the offal he got the carcass on his back and started in the direction of the camp. He traveled well into the night without finding it. Attempting to cross a creek on a beaver dam, he broke through and found himself astride a large log with his extremities in the water below. He was relieved of his burden as it lay on the log at his back. Excessively weary he felt content to rest. Unconsciously his head dropped back on to the elk and he was sleeping as only the weary can sleep. The first sound that greeted his senses was the crowing of a cock. This was assurance that he was not far from friends, and a little reflection showed him that he had been thus detained by a kindly providence, instead of making fruitless exertions in the darkness to find the object of his toil. As day was breaking he dragged the elk across the dam and again resumed his burden. By this time he was discovered by some of the men who were stirring early in the camp."

right. We soon began to ascend another high ridge (Little Mountain), and while ascending some of the teams commenced to fail, but all succeeded in reaching the top. The descent from this ridge is not so steep as the other one. After descending we came to another small creek and a very rough road. At 7 p. m. we formed our encampment near the creek, having traveled 14 miles in 13 hours. Orson Pratt's company is camped about half a mile ahead of us. Colonel Markham joined us from the rear camp and reported several new cases of sickness, but most of the brethren were getting better."

President Young's rear company laid over for the day in consequence of the sick.

Thursday, July 22.—"This morning," writes Orson Pratt, "George A. Smith and myself, accompanied by seven others, rode into the valley to explore, leaving the camp to follow on and work the road, which here required considerable labor, for we found that the canyon at the entrance of the valley, by cutting out the thick timber and underbrush, connected with some spading and digging, could be made far more preferable than the route over the steep hill mentioned above. We accordingly left a written note to that effect, and passed on. After going down into the valley about 5 miles, we turned our course to the north, down toward the Salt Lake. For 3 or 4 miles north we found the soil of a most excellent quality. Streams from the mountains and springs were very abundant, the water excellent, and generally with gravel bottoms. A great variety of green grass, and very luxuriant, covered the bottoms for miles where the soil was sufficiently damp, but in other places, although the soil was good, yet the grass had nearly dried up for want of moisture. We found the drier places swarming with very large crickets, about the size of a man's thumb. This valley is surrounded with mountains, except on the north; the tops of some of the highest being covered with snow. Every 1 or 2 miles streams were emptying into it from the mountains on the east, many of which were sufficiently large to carry mills and other machinery. As we proceeded toward the Salt Lake the soil began to assume a more sterile appearance, being probably at some seasons of the year overflowed with water. We found as we proceeded on, great numbers of hot springs issuing from near the base of the mountains. These springs were highly impregnated with salt and sulphur; the temperature of some was nearly raised to the boiling point. We traveled for about 15 miles down after coming into the valley, the latter parts of the distance the soil being unfit for agricultural purposes. We returned and found our wagons encamped in the valley, about $5\frac{1}{4}$ miles from where they left the canyon."

The main company broke camp at 8.30 o'clock a. m. and soon came up with Elder Pratt's advance company. There were several bad places in the road, and the brethren spent considerable time in fixing them. Elder Clayton writes:

"It is evident that the emigrants who passed this way last year must have spent a great deal of time cutting a road through the thickly set timber and heavy brushwood. It is reported that they spent 16 days in making a road through from Weber River, a distance of 35 miles. It has taken us over three days to travel that distance as we had to spend many hours in improving the road. After traveling $1\frac{3}{4}$ miles we found the road crossing the creek again to the south side and then ascend a very steep hill—so very steep that it was almost impossible for heavy wagons to ascend, and so narrow that the least accident might precipitate a wagon down a bank of three or four hundred feet, in which case it certainly would be dashed to pieces. To avoid this very dangerous place the brethren set to work making a new road down the canyon, along the creek, which took them about 4 hours, after which the company resumed their journey and soon emerged into the open valley, traveled $5\frac{1}{4}$ miles farther and encamped by a small creek. Days' journey $7\frac{1}{4}$ miles."

President Young's rear company again resumed the journey, traveled a few miles and camped in East Canyon.

Friday, July 23.—This morning John Pack and Joseph Matthews were dispatched as messengers to the rear camps to inform President Young and the brethren who were with him about the progress of the advance companies and of their discoveries and explorations. The camp moved about 2 miles north and encamped on the stream subsequently known as City Creek, in what is now part of the Eighth Ward of Salt Lake City.

Here the camp was called together, and Orson Pratt offered up prayer and thanksgiving in behalf of the pioneers, all of whom had been so wonderfully preserved on the whole journey from the Missouri River to the valley, and he dedicated the camp and the land unto which they had come to the Lord, imploring

His blessings upon their labors and all that pertained unto them. The meeting was then addressed by Willard Richards and Orson Pratt, after which various committees were appointed to attend to different branches of business, preparatory to putting in crops. About two hours after the arrival on the banks of City Creek, their camp ground, plowing was commenced a short distance northeast of the camp, three plows having been rigged for that purpose. William Carter, George W. Brown and Shadrach Roundy ran the first furrows that were plowed by white men in the valley of the Great Salt Lake. This first plowing was done where Main Street now is and in front of where Godbe's drug store now stands. The soil was exceedingly dry and several plows were broken during the day. In the afternoon some of the brethren, who had been appointed for that purpose, built a dam across City Creek in order to convey the water from that stream on to the land which was being plowed. After soaking the ground the plowing was comparatively easy. Three plows were kept going most of the day. Toward evening the camp was visited by a thunder shower from the west; not quite enough rain fell to lay the dust. The two messengers who had been dispatched in the morning returned, bringing word that the remainder of the wagons belonging to the pioneer company were only a few miles distant, and would arrive the next day. At 3 o'clock p. m. the thermometer stood at 96°.

President Young's rear company left their encampment in East Canyon and crossed the Big Mountain. When on its summit the President directed Elder Wilford Woodruff, in whose carriage he was lying sick, to turn it around so that he could have a view from that point of a portion of Salt Lake Valley. The spirit of light rested upon him and hovered over the valley, and he felt that there was the place where the saints would find protection and safety. From the summit of this mountain they traveled 6 miles, when they came to a beautiful spring, in a small birch grove where they encamped for the night. Here they met Elders Pack and Matthews from the advance camps, who reported that the brethren ahead had explored the Great Salt Lake Valley as far as possible, and made choice of a spot to put in crops.

Saturday, July 24.—In the forenoon the pioneers commenced planting potatoes, after which they turned the water from the creek upon them and gave the ground a good soaking.

About noon President Young, Heber C. Kimball, Wilford Woodruff, Lorenzo D. Young, and the other brethren who constituted the rear company arrived at the pioneer encampment on City Creek. The president and others who had suffered with sickness were improving quite fast and were now able to walk around. Apostle Wilford Woodruff, in describing his entrance into the valley that day, writes:

"This is one of the most important days of my life and in the history of the Church of Jesus Christ of Latter-day Saints. After traveling 6 miles through a deep ravine ending with the canyon, we came in full view of the valley of the Great Salt Lake; the land of promise, held in reserve by God as a resting place for his saints.

"We gazed in wonder and admiration upon the vast valley before us, with the waters of the Great Salt Lake glistening in the sun, mountains towering to the skies, and streams of pure water running through the beautiful valley. It was the grandest scene that we had ever beheld till this moment. Pleasant thoughts ran through our minds at the prospect that not many years hence the house of God would be established in the mountains and exalted above the hills, while the valleys would be converted into orchards, vineyards, and fruitful fields, cities erected to the name of the Lord, and the standard of Zion unfurled for the gathering of nations.

"President Young expressed his entire satisfaction at the appearance of the valley as a resting place for the saints and felt amply repaid for his journey. While lying upon his bed in my carriage, gazing upon the scene before us, many things of the future concerning the valley were shown to him in a vision.

"After gazing awhile upon this scenery we moved 4 miles across the tableland into the valley to the encampment of our brethren who had arrived two days before us. They had pitched upon the banks of two small streams of pure water and had commenced plowing. On our arrival they had already broken 5 acres of land and had begun planting potatoes in the valley of the Great Salt Lake.

"As soon as our encampment was formed, before taking my dinner, having half a bushel of potatoes, I went to the plowed field and planted them, hoping, with the blessing of God, to save at least the seed for another year.

"The brethren had dammed up one of the creeks and dug a trench, and by night nearly the whole ground, which was found very dry, was irrigated.

"Toward evening Brothers Kimball, Smith, Benson, and myself rode several miles up the creek (City Creek) into the mountains to look for timber and see the country.

"There was a thunder shower, and it rained over nearly the whole valley; it also rained a little in the forepart of the night. We felt thankful for this, as it was the generally conceived opinion that it did not rain in the valley during the summer season."

Sunday, July 25.—The morning was fine and pleasant. At 10 o'clock a. m. the pioneers met for public worship in the circle of the encampment and were addressed successively by Apostles George A. Smith, Heber C. Kimball, and Ezra T. Benson. The speakers all expressed their feelings of gratification at the prospects before them and were well satisfied with the country to which they had come. Elder Kimball referred specially to the manifold blessings with which the brethren had been favored during their travels. Not a man, woman, or child had died on the journey. In the afternoon the whole congregation partook of the sacrament of the Lord's supper for the first time in the valley, and the people were addressed by Wilford Woodruff, Orson Pratt, and Willard Richards. Remarks were also made by Lorenzo D. Young, John Pack, and others. Elder Pratt spoke from the text:

"How beautiful upon the mountains are the feet of him that bringeth good tidings; that publisheth peace; that bringeth good tidings of good; that publisheth salvation; that saith unto Zion, Thy God reigneth. Thy watchmen shall lift up the voice; with the voice together shall they sing; for they shall see eye to eye, when the Lord shall bring again Zion." (Isaiah 52:7, 8.)

This text was very appropriate for the occasion, and Elder Pratt in his able discourse, proved that these words of Isaiah were literally fulfilled in the fact that the saints were now being located in the valleys of the Rocky Mountains.

Though still feeble with that most languishing of diseases, the mountain fever, and scarcely able to stand upon his feet, President Young was still the lawgiver on the first Sabbath in the valley. If he had not strength to preach a great sermon like that of Apostle Pratt, he could in a few words give some timely advice. "He told the brethren," says President Wilford Woodruff, "that they must not work on Sunday; that they would lose five times as much as they would gain by it. None were to hunt on that day; and there should not any man dwell among us who would not observe these rules. They might go and dwell where they pleased, but should not dwell with us. He also said, that no man who came here should buy any land; that he had none to sell; but every man should have his land measured out to him for city and farming purposes. He might till it as he pleased, but he must be industrious and take care of it."

Monday, July 26.—The brethren commenced plowing and planting early. Lorenzo D. Young went farther up City Creek to a spot where a scrubby oak tree was standing, near where the bridge now crosses the creek at the northeast corner of the Temple Block. This spot seemed a more desirable camp ground than the one then occupied. He returned to camp and by permission, moved his wagons on to the ground. President Young, riding with Apostle Woodruff in the latter's carriage, and others soon after came along, and being also pleased with the location, directed the company to move on to it, which was subsequently done. Near this new camp ground the brethren made choice of a spot for a garden, which they began to till the same day.

About 10 o'clock a. m. President Young, Heber C. Kimball, Wilford Woodruff, George A. Smith, Ezra T. Benson, Willard Richards, Albert Carrington and William Clayton started from camp on a short exploring expedition. Ascending the mountains northward, they reached (about 5 miles from camp) the top of a high peak, on the edge of the mountains, which they considered a good place to raise an ensign, so they named it "Ensign Peak," a name by which it is still known. Wilford Woodruff was the first person to ascend this hill. President Young became very tired and weary in climbing it on account of his recent sickness. The view of the lake and valley from Ensign Peak was very pleasing to the brethren.

From this point the explorers descended to the valley below and then started north, to visit the Hot Sulphur Springs. After spending considerable time in that vicinity they returned to camp about 5 o'clock p. m., quite weary with their day's explorations.

During the day Elders Joseph Matthews and John Brown crossed the valley to the mountains westward. They returned in the evening and reported that the distance to these mountains was about 15 miles. They found the land on the west side of the valley to be of a poorer quality than that on the east side. A horse, which they found near the mountains, was brought by them to camp.

It had undoubtedly strayed from the emigrants who had passed that way the year previous.

During the day, the brethren who were engaged in farming, planted about 3 acres more with potatoes and also several acres with corn, peas, and beans.

Some of the hunters who had visited in the mountains reported that there was plenty of good timber in all the canyons adjacent to the valley; such as sugar maple, ash, oak, fir, and pine.

A number of the brethren bathed in the warm sulphur springs about 3 miles northwest of the encampment, and some of the sick were greatly benefited by so doing.

Tuesday, July 27.—Early in the morning two of the Utah Indians came into camp to trade. Two ponies were bought of them for a rifle and musket. At 8.30 o'clock Amasa M. Lyman, who, it will be remembered, left the pioneer camp at Fort Laramie to visit the detachment of the Mormon battalion at Pueblo, arrived in camp. He was accompanied by Samuel Brannan, Rodney Badger, and Roswell Stevens. These brethren reported that the Pueblo company would arrive in a day or two.

The 12, accompanied by Samuel Brannan and several others, started about 9 o'clock a. m. on an exploring expedition, taking with them one carriage, several horses and mules, with some provisions and blankets. Orson Pratt, who was one of the company, writes:

"We directed our course west. Two or three miles brought us to a river called the Utah Outlet; it is about 6 rods wide and 3 feet deep at the ford, gravel bottom; its current is not very rapid and the water not quite so transparent as the mountain streams generally in this valley; its course is north toward the Salt Lake, into which it empties. About 13 miles farther, across a level prairie, with here and there the bed of a lake, which is now perfectly hard and dry, we came to the north point of a range of mountains which forms the western boundary of this valley. At the foot of these mountains, at the north point, there is a stream of fresh water, very little brackish. We halted here a short time for the horses to feed. About 6 miles farther west, following the emigrant trail, brought us to the Great Salt Lake, which here made up near the base of the mountains. We all bathed in the salt water, which is fully saturated with salt; its specific gravity is such as to buoy us up in a remarkable manner; the water was very transparent; the bottom is sandy. We continued on about 4 miles farther, when we reached a valley (Tooele Valley), putting up to the southward from the lake. This valley we judged to be about 12 miles in diameter. On the south there was a small opening which we supposed might be a continuation of the valley or an opening into a plain beyond. It was nearly dark and we concluded to return to the place of our noon halt, where we encamped for the night."

The brethren at the main camp continued plowing and planting. Burr Frost, who had put up his forge, was busy (in connection with the carpenters) rigging up plows and other farming implements. A company of brethren who had been to the mountains for the purpose of getting timber with which to build a skiff, returned in the evening, bringing a very handsome pine log measuring about 20 inches in diameter. They went to work immediately preparing a saw pit in which to saw the log and intended to make a skiff as soon as possible.

During the afternoon several other Indians came into camp to trade. Some of them remained with the pioneers over night.

Wednesday, July 28.—The brethren of the exploring party arose refreshed and feeling well after having slept in the open air. Apostle Wilford Woodruff, having lost his carriage whip the night before, started on horseback to go after it. As he approached the spot where it was dropped he saw about 20 Indians coming toward him. At first they looked to him in the distance like a lot of bears, and as he was unarmed he wheeled his horse around and started back on a slow trot. The Indians called to him, and one, mounting his horse, came after him with full speed. When he got within 20 rods Elder Woodruff stopped and met him, telling him by signs that his camp was near by; the Indian then accompanied him to camp, followed in the distance by the other Indians. They were Utes and wanted to trade. The Indian wanted to smoke the pipe of peace with the brethren, who soon started on, leaving the Indian to wait for his companions. The explorers traveled about 10 miles south along the eastern base of the Oquirrh Mountains; they found a barren country and no water. Orson Pratt ascended a ridge about 3 miles south of a point where the company halted for noon.

From the top of this ridge which Elder Pratt ascended, he could see the Utah Lake. Striking eastward across the valley the explorers returned to the main camp, arriving there tired and weary about 4 o'clock p. m., after having traveled

during the day 30 miles. On this trip the brethren saw about 100 goats, sheep, and antelope playing about the hills and valleys.

After returning from this trip the brethren were more satisfied than ever that they were already encamped upon the spot where their contemplated city should be built. Apostle Woodruff writes:

"After our return to the camp, President Young called a council of the quorum of the 12. There were present: Brigham Young, Heber C. Kimball, Willard Richards, Orson Pratt, Wilford Woodruff, George A. Smith, Amasa M. Lyman, and Ezra T. Benson.

"We walked from the north camp to about the center between the two creeks, when President Young waved his hand and said: 'Here is the 40 acres for the temple. The city can be laid out perfectly square, north and south, east and west.' It was then moved and carried that the temple lot contain 40 acres on the ground where we stood. It was also moved and carried that the city be laid out into lots of 10 rods by 20 each, exclusive of the streets and into blocks of 8 lots, being 10 acres in each block, and $1\frac{1}{4}$ in each lot. It was further moved and carried that each street be laid out 8 rods wide, and that there be a sidewalk on each side 20 feet wide, and that each house be built in the center of the lot 20 feet from the front, that there might be uniformity throughout the city. It was also moved that there be four public squares of 10 acres each, to be laid out in various parts of the city for public grounds.

"At 8 o'clock the whole camp came together on the temple ground and passed the votes unanimously, and, when the business part of the meeting was closed, President Young arose and addressed the assembly upon a variety of subjects. In his remarks he said that he was determined to have all things in order, and righteousness should be practised in the land. We had come here according to the direction and counsel of Brother Joseph, before his death; 'and,' said the president, 'Joseph would still have been alive if the 12 had been in Nauvoo when he recrossed the river from Montrose.'

"During his remarks President Young observed that he intended to have every hole and corner from the Bay of San Francisco to Hudson Bay known to us."

The apostles were appointed a committee to lay off the city, etc.

Thursday, July 29.—President Young, with a number of brethren, mounted their horses and started out to meet the battalion detachment under the command of Capt. James Brown. They met the advance columns of the soldiers about 4 miles from camp, and proceeding farther they met Captains Brown and Higgins, Lieutenant Willis, and the main company some distance up in Emigration Canyon. There were 140 of the battalion and about 100 of the Mississippi saints who came with them from Pueblo. They had with them 29 wagons, 1 carriage, 100 horses and mules, and 300 head of cattle, which greatly added to the strength of the pioneer camp, increasing the number of souls there to about 400.

Before the companies emerged from the canyon, a water-cloud burst, which sent the water into the creeks from the mountains with a rush and roar like thunder, resembling the opening of a floodgate. The shower spread over a large portion of the valley.

The pioneer brethren returned at the head of the companies and marched into camp with martial music. The soldiers appeared in military order, and many of them were mounted. They arrived at the lower camp of the pioneers about 4 o'clock p. m., and subsequently made their encampment on City Creek, between the upper and lower pioneer camps. As many of their wagons were broken and their teams failing, they were under the necessity of stopping until further orders, although they had intended to proceed at once to the Bay of San Francisco. The twelve returned to the upper camp at 5 o'clock p. m. The meeting between the brethren of the pioneers and the battalion boys was indeed a joyful one.

Friday, July 30.—This morning the twelve met in council with the officers of the battalion, and afterwards about 30 brethren visited the Hot Springs. In the evening a general meeting of the camps was held, and President Young, who spoke, directed his remarks more particularly to the soldiers. He considered that the brethren of the battalion had been the means of saving the saints from destruction, and felt very kindly disposed toward them for the sacrifice they had made. This meeting was opened by shouts of hosannahs, and at the close the brethren of the battalion were requested to build a bowery on the temple block on the morrow, in which the people could assemble for worship.

Saturday, July 31.—The battalion brethren constructed a bowery on the temple block a little southwest of the upper pioneer camp. It was about 40 feet long by 28 wide—sufficiently large to accommodate all the members of the camp.

President Young and others visited the battalion camp, where Solomon Tindall, Thomas Richardson, and other soldiers lay very sick. During the day about 20 Shoshone Indians visited this camp with several squaws, and were trading with the brethren, when a dispute arose between two of the young warriors, who commenced fighting very fiercely. One broke his gunstock over the head of the other, and it began to look serious, until an old man, the father of one of the combatants, came up and commenced plying his heavy whip very freely about the heads and faces of both fighters. The antagonist of the son struck the old man, who immediately seized a long pole and broke it over the warrior's head. They were finally separated. The cause of this trouble was afterwards explained to the brethren as follows: When the Shoshone Indians arrived in camp in the morning, there were four or five Utes there already.

One of these Utes had stolen a horse from one of the Shoshones, who had seen the thief in camp. He had traded the stolen horse for a rifle, and now, when caught at it, was unwilling to give up either the horse or rifle. Hence the quarrel and fight as described above. After the old man had separated the fighters, the thief went down and hid himself in the camp below; but soon afterwards he saw another horse walking by which he knew belonged to the Shoshones. He quickly mounted his own horse and drove the other before him toward the mountains on the southeast as hard as he could. The Shoshones were informed of this new theft, and four of them immediately started in pursuit, and as the thief got in between the mountains they closed on him, and one of the pursuers shot him dead, while another shot and killed his horse. Returning to camp they reported what they had done to others of the tribe who were there, and at the same time exhibited the fresh blood on one of the rifles. They appeared to be much excited and were continually on the watch. Finally, the men who had done the killing sat down and made a meal of some of the large crickets. The Shoshones appeared to be displeased because the brethren had traded with the Utes. The Shoshones claimed that they were the owners of the land and that the Utes had come over the line to interfere with their rights. They signified to the brethren by signs that they wanted to sell them the land for powder and lead.

Colonel Markham reported that there were three lots of land, containing altogether 53 acres, already plowed. Two-thirds of a lot of 35 acres was planted with buckwheat, corn, oats, etc., another lot of 8 acres with corn, potatoes, beans, etc., and 4 acres of a plowed lot of 10 acres with garden seeds. About 3 acres of corn was already up about 2 inches above ground, and some beans and potatoes also began to show itself. This was the result of eight days' labor, besides making a road to the timber, hauling and sawing timber for a boat, making and repairing plows, etc. Thirteen plows and three harrows or drags had been worked during the week.

Sunday, August 1.—The past night was cold and windy. At 10 o'clock a. m., the saints assembled for meeting under the bowery on the temple lot. All the apostles were present except Brigham Young, who was quite sick again. The assembly was addressed by Heber C. Kimball, who inquired whether there was a guard out around the cattle; if not, he advised that one be placed immediately, as the Indians had left camp very suddenly in the morning, without assigning any reasons. He was followed by Orson Pratt, who spoke in substance as follows:

"It is with peculiar feelings I arise before so many of the saints in this uncultivated region, inhabited by savages. My mind is full of reflection on the scenes through which we have passed, and after being brought through the deserts of sage to this distant land. God's ways are not as our ways. It is not well that the saints should always foresee the difficulties they have to encounter. We expect the revolutions to take place, which are foretold in the Book of Mormon and Doctrine and Covenants, and we are to congregate among the remnant of Joseph. We did think that our wives and children would be built up among the strongholds of the gentiles, and that we should be as missionaries to them by dwelling in their midst. But Jehovah had different purposes. He designed that the saints should be brought out almost as an entire people. And the Book of Mormon could not have been fulfilled if the saints had not left the gentiles, for when the gentiles should reject the gospel, it was to be taken among the Lamanites.

"As long as the gospel, the priesthood, and the main body of the saints remained with them, the fullness of the gospel was not taken away from the gentiles; hence our removal hither is one of the greatest events that has ever taken place among this people. I feel thankful as one of the twelve for the privilege of coming as one of the pioneers to this glorious valley, where we can build up a city to the Lord. Isaiah says, in speaking of Zion, that it shall be called 'sought out,' a city not forsaken. (Isa. 62: 12.) If ever there was a place sought out it was

this. We have inquired diligently and have found it. This can not refer to Jerusalem, but to this very place, point, and spot that the pioneers have found, where a city shall be built unto the Lord, where righteousness will reign and iniquity not abound. Isaiah and Joel both spoke very plainly on this subject: 'It shall come to pass in the last days that the mountain of the Lord's house shall be established in the tops of the mountains, etc.' In what part of the earth could it be established better than in this place, where this congregation is now gathered? In the midst of the spurs of the mountains we have found a place large enough to gather thousands of the saints. You may travel through Europe, Asia, Africa, and America, but you can not find a place higher in altitude than this, where any people can raise crops and sustain themselves. The house of the Lord will indeed be established in the tops of the mountains when we shall have one reared here. The Lord himself must give the pattern of such a building and give directions to His servants concerning its details. I verily believe I shall see such a house reared here and behold thousands flocking to it, to learn the way of salvation; and I desire to live and see thousands of saints raise their voices in praises to God in this consecrated land. Isaiah says, 'He that walketh righteously * * * shall dwell on high, his place of defence shall be the mountains of rocks; bread shall be given him; his waters shall be sure.' (Isa. 33: 15, 16.) Isaiah was on the Eastern Continent when he spoke this, and was referring to a very distant place.

"It will be pretty difficult to get a ship of war up to this place. When we get used to this healthy climate the people will grow in strength and vigor, and sickness will cease to trouble them. The wilderness shall become as a fruitful field and a fruitful field as a forest. The time shall come when the great Jehovah will cause springs of water to gush forth from the desert land and cause it to bring forth in abundance, while the curse of God shall rest upon the lands that the gentiles have defiled. Isaiah speaks of the heritage of Jacob being in a high place. We are here more than 4,000 feet above sea level, and the high mountains will still 'catch the hail,' and we be preserved in a 'low place.' We will not feel discouraged, but stand bold and fearless in the strength of our God, who will bless and prosper us in these mountains, if we will but keep His commandments."

Elder Kimball enjoined upon the brethren to comply with the counsels they had received and should receive hereafter. He advised them not to dispose of their guns and ammunition to the Indians, as some had already done, for they would use the weapons thus obtained for shooting the cattle of the settlers. He referred to the fact that some of the visiting Indians had stolen guns the day previous, and told the brethren to be on the watch against a repetition of such things. He discouraged the idea of paying the Indians for the lands, for if the Shoshones should be thus considered, the Utes and other tribes would claim pay also. "The land," said the speaker, "belongs to our Father in heaven, and we calculate to plow and plant it; and no man will have power to sell his inheritance, for he can not remove it; it belongs to the Lord. We will all have farms and cultivate them and plant vineyards; and if we are faithful, five years will not pass away before we are better off than we ever were in Nauvoo. I thank the Lord that there are so many of the soldiers here. If they had tarried in winter quarters there would have been many more deaths among them. We brought many of the pioneers here to save their lives, for when we started several of them were so sick that they had to be carried out of their beds and put in the wagons. They have since mostly recovered their health, and we have been prospered and all permitted to arrive here alive. None has died on the journey, nor yet an ox, horse, or any other animal, except one of Brother Crow's oxen, which was poisoned, and several horses, which were lost by accident. And those of us who go back shall be prospered also on our return trip, if we are faithful, and we shall see and enjoy the society of our families again."

In the afternoon the congregation again assembled, and the sacrament was administered by the Bishops, after which Apostle Willard Richards read the "Word and Will of the Lord," as given in winter quarters. Heber C. Kimball then made some remarks, and the brethren voted by uplifted hands that they would receive and obey the revelation. Amasa M. Lyman then addressed the meeting.

Heber C. Kimball again arose to lay before the brethren some items of business, whereupon it was decided that the three companies should form into one camp and labor unitedly together; that the officers should act as a committee to form the corral or camp, and that this be done on the morrow; that the horses and mules be tied near the camp at night; that the brethren build houses instead of living in wagons during the coming winter, and that they go to work at once to erect dwellings; that the houses be built in such a manner as to form a

stockade or fort to keep out the Indians; that the women and children be treated properly, and the Indians let entirely alone.

Col. A. P. Rockwood remarked that a log house, 16 by 18 feet, would cost \$40, and one of adobes half as much. Captain Brown was in favor of setting men to work building both log and adobe houses, in order to hasten the work. Captain Lewis, Lieutenant Willis, and Samuel Brannan spoke in favor of erecting adobe houses. The latter remarked that he had a man in California, who, with three men, would agree to make adobes for a 30-foot house, build the house and put a family in it in a week. His printing office was put up in 14 days and a paper printed. After some remarks by Willard Richards, it was voted to put up a stockade of adobe houses. Samuel Gould and James Dunn reported themselves as lime burners, and Sylvester H. Earl, Joel J. Terrill, Ralph Douglas, and Joseph Hancock as brick makers.

Elder Kimball then remarked that those who intended to send ox teams back to winter quarters must be ready to start them off in a week. The assembly was then dismissed.

Monday, August 2.—This morning the wagons all moved up and formed in an oblong circle between the two creeks (two branches of City Creek), a little east of where the upper Pioneer camp had been located. It was decided to send Ezra T. Benson, with a company of horsemen, back to meet the next company of immigrating saints. They started about noon, carrying the following letter of instruction with them:

PIONEER CAMP,
VALLEY OF THE GREAT LAKE,
August 2, 1847.

To Gen. Charles C. Rich and the presidents and officers of the emigrating company

“DEAR BRETHREN: We have delegated our beloved brother, Ezra T. Benson, and escort to communicate to you by express the cheering intelligence that we have arrived in the most beautiful valley of the Great Salt Lake; that every soul who left winter quarters with us is alive, and almost every one enjoying good health. That portion of the battalion that was at Pueblo are here with us, together with the Mississippi company that accompanied them, and they are generally well. We number about 450 souls, and we know of no one but what is pleased with our situation. We have commenced the survey of a city this morning. We feel that the time is fast approaching when these teams that are going to winter quarters this fall should be on the way. Every individual here would be glad to tarry if their friends were here, but as many of the battalion as well as the pioneers have not their families here, and do not expect that they are in your camp, we wish to learn by express from you the situation of your camp as speedily as possible, that we may be prepared to counsel and act in the whole matter. We want you to send us the name of every individual in your camp, or in other words a copy of your whole camp roll, including the names, number of wagons, horses, mules, oxen, cows, etc., and the health of your camp; your location, prospects, etc. If your teams are worn out, if your camp is sick and not able to take care of themselves, if you are short of teamsters, or if any other circumstance impedes your progress, we want to know it immediately, for we have help for you, and if your teams are in good plight, and will be able to return to winter quarters this season, or any portion of them, we want to know it. We also want the mail, which will include all letters and papers and packages belonging to our camp, general and particular. Would circumstances permit, we would gladly meet you some distance from this, but our time is very much occupied, notwithstanding we think you will see us before you see our valley. Let all the brethren and sisters cheer up their hearts and know assuredly that God has heard and answered their prayers and ours, and led us to a goodly land, and our souls are satisfied therewith. Brother Benson can give you many particulars that will be gratifying and cheering to you which I have not time to write, and we feel to bless all the saints.

In behalf of the council.

“BRIGHAM YOUNG, *President.*
“WILLARD RICHARDS, *Clerk.*”

In the morning Orson Pratt and Elder Sherwood commenced surveying the city, beginning with the temple block, but finally concluded to wait until the chain could be tested by a standard pole, which had to be brought from the mountains. Some of the brethren were preparing mounds and commenced making abodes. Toward evening Elder Kimball's teams returned from the mountains with some good house logs and poles for measuring, etc. The whole camp was full of life and activity. The day was very warm.

In surveying the temple block, 40 acres appeared so large that a council was held to determine whether or not it would be wise to reduce it one-half. Not being decided in their views, the twelve held council again, two days later, when they gave as their natural opinions that they could not do justice to 40 acres; hence 10 acres was decided upon for the temple block.

Tuesday, August 3.—The brethren were busy making adobes and preparing for building their contemplated stockade. Albert Carrington went into the mountains to look for limestone.

Wednesday, August 4.—William A. King commenced making a new roadometer, which he finished on the 7th. This new machine could tell the distance traveled for 1,000 miles without keeping any account. It was to be used on the return trip to winter quarters.

Thursday, August 5.—Jesse C. Little and others who had returned from an exploring tour to the Utah Lake, reported that there was a fine country east of that lake and that the land there was well adapted for cultivation. They also reported that they were not sure that the stream running a few miles west of the pioneer camp (the Jordan) was the Utah outlet, as they had followed it to its junction with the lake.

Friday August 6.—The day was very warm. The pioneers were busy making adobes, hauling and cutting house logs, etc. On this day the twelve were rebaptized. "This," writes Apostle Woodruff, "we considered a privilege and a duty. As we had come in a glorious valley to locate and build up Zion, we felt like renewing our covenants before the Lord and each other. We soon repaired to the water, and President Young went down into the water and baptized all his brethren of the twelve present. He then confirmed us, and sealed upon us our apostleship, and all the keys, powers, and blessings belonging to that office. Brother Heber C. Kimball baptized and confirmed President Brigham Young. The following were the names and order of those present: Brigham Young, Heber C. Kimball, Orson Pratt, Willard Richards, Wilford Woodruff, George A. Smith, and Amasa M. Lyman. Ezra T. Benson had been dispatched several days before to meet the companies on the road.

Saturday, August 7.—This morning 15 of the brethren commenced building a dam in the creek a short distance above the camp, in order to bring the water around and inside the camps. After finishing their work in the afternoon a pleasant little stream of cold water was flowing on each side of the wagons all around the camp. Where the water overflowed the banks of the ditches the ground soon became so soft and miry that cattle would sink a foot or more in mud.

About noon a terrible whirlwind struck the camp and did considerable damage. It whirled a chicken high up on the air, tore some of the tents and wagon covers, and shook the wagons violently.

In the afternoon the twelve walked to the temple block to select their inheritances. President Young took a block east of the temple, and running southeast, to settle his friends around him; Heber C. Kimball a block north of the temple; Orson Pratt, south and running south; Wilford Woodruff, a block cornering the temple block, the southwest corner joining Orson Pratt's; Amasa M. Lyman took a block 40 rods below Wilford Woodruff's; George A. Smith one joining the temple on the west, and running due west. It was supposed that Willard Richards would take his on the east, near President Young's. None others of the twelve were present in the camp.

During the same evening the twelve went to the place in City Creek where the brethren had built their dam, and Heber C. Kimball baptized 55 members of the camp, for the remission of their sins; they were confirmed under the hands of President Young, Orson Pratt, Wilford Woodruff, George A. Smith, and Amasa M. Lyman, President Young being mouth.

Sunday August 8.—Under this date Apostle Woodruff writes:

"The whole camp of Israel renewed their covenants before the Lord by baptism. There were 224 baptized this morning, making 284 rebaptized during the last three days. In the afternoon we partook of the sacrament. At the close of the meeting 110 men were called for to go into the adobe yard, and 76 volunteered."

Monday, August 9.—Samuel Brannan, Capt. James Brown, and several others started for San Francisco. Elder Jesse C. Little and others went with them, with the intention of accompanying them to Fort Hall. The twelve had decided on a name for their location and a caption for all letters and documents issued from the valley, namely, Salt Lake City, Great Basin, North America.

Tuesday, August 10.—This morning President Young and Heber C. Kimball went to the adobe yard to commence building houses in that vicinity. President Young laid the foundation of four houses. Heber C. Kimball four, and Colonel Markham, Willard Richards, and Lorenzo Young one apiece. This was the com-

mencement of the building of what subsequently was known as the Old Fort, in the sixth ward, Salt Lake City. A number of logs had already been hauled on the ground.

Colonel Markham reported that in addition to the plowing done the first week, 30 acres more had been plowed and planted, thus making 83 acres altogether. The plowing ceased the second week, and the brethren were now directing most of their attention to making adobes, hauling logs and preparing to build houses. Henry G. Sherwood and his aids were busily at work surveying the city; Tanner and Frost, the blacksmiths of the camp, were engaged in setting wagon tires for the company preparing to start east, and this day they set 52.

In the evening some of the brethren who went to the lake the day before to boil down salt returned and reported that they had found a bed of beautiful salt ready to load into wagons. It laid between two sandbars and was about 6 inches thick.

Wednesday, August 11.—Early this morning a large company of Utah Indians came to visit the camp, and it was with difficulty they could be kept outside of the wagons. Some of them had no clothing on except the breechcloth, and they were nearly all small of stature. One of them was detected in stealing some clothing laid out on the brushes to dry. When they found they were not permitted inside the circle, they soon moved off to their own camp, which was located about 3 miles northwest of the pioneer camp.

The brethren commenced laying the adobe wall, which was to be 27 inches thick and 9 feet high; the adobes were 18 inches long, 9 inches broad and $4\frac{1}{2}$ inches thick. In the camp the brethren finished a skiff, which they had been building for some days past, and launched her in the creek to soak.

About 5 o'clock p. m. a 3-year-old child of Brother Therkill (a grandchild of Brother Crow) was found in the creek south of the camp drowned. Various efforts were made to restore it to life, but they were not successful. The parents mourned bitterly over the accident, which was the first death in the valley. The day was very hot, but as usual a strong cool wind from the northeast commenced blowing at sundown.

Thursday, August 12.—Orson Pratt and William Clayton spent the forenoon in taking observation to ascertain the height of the temple block. It was found to be 4,309 feet above the level of the sea and 65 feet above the Utah outlet. The altitude 1 mile up the creek from the temple block was 214 feet above the temple grounds.

The blacksmiths were busy shoeing oxen, preparing to starting the ox teams back on the following Monday. Some of the soldiers began to get quite anxious about their families and were desirous of starting back as soon as possible.

Willard Richards laid the foundation of another house; George A. Smith commenced 2 and Wilford Woodruff 2 houses, making 17 houses so far in course of erection. Most of these were 14 feet wide and from 12 to 17 feet long. These first houses were built on the east line of the stockade or fort, and commencing at the northeast corner, in the following order: Brigham Young, 4 rooms; Lorenzo D. Young, 2; Heber C. Kimball, 5; Willard Richards, 2; Wilford Woodruff, 2; George A. Smith, 2; Amasa M. Lyman, 2; and Erastus Snow, 1.

Two loads of good salt were brought in from the lake for the brethren to take with them east.

Brother Crow's grandchild, who was drowned in the creek the day before was buried, this being the first funeral that took place in the valley.

Friday, August 13.—The 12 held a council, at which it was decided that each member of that quorum should make choice of the blocks they were to settle their friends upon. President Young took a tier of blocks running south through the city and Heber C. Kimball selected several blocks on the north and northwest of the temple block. Orson Pratt took 4 blocks; Wilford Woodruff, 8; George A. Smith, 8; and Amasa M. Lyman, 12 blocks, according to the companies organized with each.

Saturday, August 14.—As it was the intention to start the ox teams on the return trip the following Monday, all the brethren who were going back with them went on an excursion to the Salt Lake. They found the distance 22 miles.

Jesse C. Little, Joseph Matthews, John Brown, Lieutenant Willis, and John Buchanan, who had accompanied Captain Brown, Samuel Brannan, and others as far as Bear River, on their way to California on the previous Monday, returned to the pioneer camp. They had been on an exploring expedition as far as Cache Valley, of which they gave a favorable account. Lewis B. Myers and another man also returned from the same country. Some of these brethren had visited a settlement made by a mountaineer (Miles Goodyear) on Webers Fork, a short distance east of the lake.

Sunday, August 15.—Several of the brethren who had gone to Utah Lake for fish and to explore, returned in the morning, giving good reports of the country in that vicinity.

At 10 o'clock a. m. a meeting was held in the bowery. President Young preached a most interesting discourse on the "law of adoption," the death of Brother Crow's grandchild giving occasion for the same. In the afternoon the congregation was addressed by Heber C. Kimball and Orson Pratt. In the evening those of the pioneers and battalion who were to start back to winter quarters with the ox teams on the morrow met at President Young's tent and received their instructions. They were to travel leisurely to Grand Island and there wait for the other company (the horse teams), which would start a few days later. Shadrach Roundy and Tunis Rappleyee were voted in as captains of the company.

Monday, August 16.—Most of the wagons going to winter quarters with ox teams started during the day and traveled to the mouth of Emigration Canyon, where they waited until the next morning for the remainder of the company.

Tuesday, August 17.—The remainder of the company destined for winter quarters started for the mouth of Emigration Canyon, where they joined their companions who had started the day previous. Soon after resuming the journey conjointly, they were overtaken by Heber C. Kimball, Willard Richards, and others from the pioneer camp in the valley. Brother Kimball gave the departing brethren the necessary instructions and some timely advice, and then returned with his escort to the valley, after which the company traveled to Birch Spring, where they encamped for the night, having traveled $13\frac{1}{2}$ miles from the camp on City Creek.

The following account of the return trip of this company of pioneers and battalion brethren is from the journal of William Clayton, who had special instructions from President Young to measure the road carefully as he traveled back and gather such other information which might be of benefit to the companies that should cross the plains and mountains in years to come. Elder Clayton writes:

"The company consisted of 71 men, with 33 wagons, 14 mules, 16 horses, and 92 yoke of oxen.

"After camping (in the evening of August 17) the brethren were called together by Captain Roundy for the purpose of organizing. The captain briefly stated the manner of organization of the camp when we left winter quarters, and it was unanimously voted to organize this camp after the same pattern, which was done as follows:

FIRST DIVISION

Tunis Rappleyee, captain

First ten (6 wagons):

Joseph Skein, captain.
Artemas Johnson.
James Cazier, captain of guard of
first division.
George Cummings.
Thomas Richardson.
William Burt.
James Dunn.
Joseph Shipley.
Samuel Badlam.
Roswell Stevens.

Second ten (5 wagons):

Zebedee Coltrin, captain.
Chauncy Loveland.

Second ten (5 wagons)—Continued

Lorenzo Babcock.
Samuel H. Marble.
George Scholes.
William Bird.
Josiah Curtis.
John S. Eldredge.
Horace Thornton.

Third ten (5 wagons):

Francis Boggs, captain.
Sylvester H. Earl.
Seeley Owen.
George Wardle.
Clark Stillman.
Almon M. Williams.

SECOND DIVISION

Shadrach Roundy, captain

First ten (5 wagons):

R. Jackson Redding.
 William Carpenter.
 Henry W. Sanderson.
 Bailey Jacobs.
 John Pack.
 Robert Byard.
 Benjamin W. Rolfe.
 Thomas Cloward.
 Lisbon Lamb.
 William Clayton.

Second ten (5 wagons):

John H. Tippetts, captain.
 Francis T. Whitney.

Second ten (5 wagons)—Continued

James Stewart.
 Charles A. Burke.
 William C. McLelland.
 Norman Taylor.
 Lyman Stevens.
 Lyman Curtis.
 John S. Gleason, captain of guard
 of second division.
 Myron Tanner.
 Rufus Allen.

“The soldiers were numbered with the second division and their names are as follows:

Third ten (4 wagons):

Allen Compton, captain.
 John Bybee.
 Jeduthan Averett.
 John G. Smith.
 Phillip Garner.
 Barnabas Lake.
 Franklin Allen.
 David Garner.
 Harmon D. Persons.
 Solomon Tindell.
 Charles Hopkins.

Fourth ten (3 wagons):

Andrew J. Shupe, captain.
 Francillo Durfee.
 Erastus Bingham.
 Loren Kinney.
 Benjamin Roberts.
 Jarvis Johnson.
 Albert Clark.
 James Hendrickson.
 John Calvert.
 Daniel Miller.
 Luther W. Glazier.
 Thomas Bingham.

“Those who have horses to ride were then numbered and their duties pointed out, which is to lead the way and fix the road where it needs it, look out camping places, drive the loose cattle, and hunt for the camp. Their names are as follows: John Pack, captain, Samuel Badlam, Francillo Durfee, Benjamin Roberts, Thomas Bingham, James Hendrickson, John S. Eldredge, R. Jackson Redding, Seeley Owens, Barnabas Lake, William Bird, Daniel Miller, and James Cazier.

“Wednesday, August 18.—We had a little rain this morning and the air was very cool. We started on our journey and found the road very rough indeed. When we ascended the mountain from Brown's Creek, most of the teams had to double, as it generally required four yoke of oxen to bring up an empty wagon. The descent was also very rough and especially where the road crosses the dry creek a great many times. Canyon Creek appeared rougher than when we first went up it, and it took till near night to get to the point where we leave it, having traveled only $15\frac{3}{4}$ miles during the day.

“Thursday, August 19.—We started about 8 o'clock a. m. Before noon several of the loose cattle gave out through being driven too fast. We arrived and encamped on Red Mountain Creek at 6 o'clock, having traveled $16\frac{1}{4}$ miles. The day has been very hot, but the nights are quite cold.

“Friday, August 20.—We traveled $20\frac{1}{2}$ miles and encamped near Cache or Redding's Cave (in Echo Canyon).

“Saturday, August 21.—Traveled $16\frac{1}{2}$ miles, crossed Bear River, which we found about 15 inches deep, and encamped on Sulphur Creek. After camping I went with the brethren to fill their tar buckets at the Oil Spring. Following a wagon trail made by a part of Hastings's company last year for about a mile, we found the spring situated in a ravine a little to the left of the road, at the edge of a high bench of land. The ground is black with oil for several rods, but is baked hard by the sun; and it is difficult to get the clear oil, because of the dust and gravel with which most of it is filled. It smells much like British oil and is said to be good for greasing wagons. John S. Gleason has found a coal bed in the edge of the mountain across the creek. The coal looks good and burns well.

“Sunday, August 22.—Many of the cattle were missing this morning, but after much search were found about 4 miles west of camp. We started at 9 o'clock and

nooned at the Copperas Spring. Encamped for the night near the Muddy, having traveled during the day $17\frac{3}{4}$ miles.

"Monday, August 23.—We started early this morning and arrived at Fort Bridger at 1 o'clock p. m. We found the grass pretty much eaten off and only stopped at the fort $1\frac{1}{2}$ hours, while some of the brethren did a little trading. We then traveled 8 miles farther and camped on a small stream, having traveled $21\frac{1}{2}$ miles. The day was very cool.

"Tuesday, August 24.—Traveled 23 miles and encamped on Ham's Fork.

"Wednesday, August 25.—Traveled 23 miles and camped on Green River.

"Thursday, August 26.—We started at 8 o'clock a. m., crossed Green River and traveled to the Big Sandy, where we met Ezra T. Benson and escort bringing letters from the emigrating companies of Saints coming west. Elder Benson reports that there are companies between here and the Platte with 566 wagons and about 5,000 head of stock. These companies are getting along tolerably fast, and we may expect to meet the advance divisions within 3 days. After eating with us, the brethren continued their journey toward the valley. After sundown a large party of mounted Indians came up and camped on the opposite side of the river. They have been on the Sweetwater hunting, and are said to be of the Shoshone Tribe.

"Friday, August 27.—Many of the brethren traded sugar, powder, lead, etc., to the Indians for robes, skins, and meat. We started soon after 7 o'clock and traveled to the crossing of Big Sandy, where we halted about an hour and then continued to the Little Sandy, making $25\frac{1}{4}$ miles to-day, but it was 9 o'clock before some of the wagons arrived. The feed is mostly eaten up on the creek near the road. Bailey Jacobs killed a large antelope, which is a matter of rejoicing, as we are nearly out of breadstuff and have had but little meat for several days. We left the valley with 8 pounds of flour, 9 pounds of meal and a few beans for each man, and we have to depend on getting meat on the road for further sustenance.

"Saturday, August 28.—Traveled 23 miles and encamped for the night at the crossing of Pacific Creek. A poor buffalo was killed by some of the brethren.

"Sunday, August 29.—It was decided to remain there (on Pacific Creek) to-day to rest the teams, but our 10 obtained leave to go on to Sweetwater, expecting to meet the advance company of Saints en route for the valley. After reading the letter of instructions from the 12, my wagon proceeded on slowly. At the springs we saw an old Indian squaw near the road dwelling in a shelter composed merely of old sage, and apparently dependent on passing emigrants for subsistence. She is doubtless left there by her tribe to perish on account of age and infirmity. When we arrived near the summit of the dividing ridge or south pass, two Indians rode toward us and motioned for us to stop. Not seeing the other wagons following us, we stopped and the Indians came up. They told us by signs that a large party of their people were camped over the mountain north and that they wanted to 'swap.' While they were conversing with us, other Indians rode over the ridge and soon after a still larger number arrived. About this time the wagons came in sight, but when the brethren saw so many Indians they were alarmed and hesitated to proceed. John Pack went back to the main company to get some of the brethren to come up, but only one man (Norman Taylor) would go. In the meantime the advance wagons came up to where we were, and we proceeded to trade with the Indians, who proved to be very friendly and insisted that we should go with them to their camp and stay with them overnight. The chief was very anxious to 'swap' a good mule for my spyglass, I having allowed him to look through it, but I refused. Continuing our journey we traveled to the first crossing of the Sweetwater, where we arrived and camped at 6 o'clock.

"Monday, August 30.—We had calculated to go on about 11 miles to-day, but being informed that Orson Spencer's first 50 would soon come up, we concluded to stop here till they arrived. About 3 o'clock p. m. their wagons began to cross the creek. I was glad to find Aaron and Lorin Farr and William Walker in this company, and their families well and in good spirits. From Sister Olive I received some articles sent by my family which were very acceptable indeed and made me feel grateful. This company all appear well and cheerful and have good teams. The balance of our company arrived before dark.

"Tuesday, August 31.—Our camp, except the 10 that I traveled with, started on, but Brother Spencer concluded to halt here for the day. I spent the day in his camp copying table of distances for Lorin Farr and also gave him a plat of the city (Salt Lake City).

"Wednesday, September 1.—We bid farewell to Orson Spencer's company and continued our journey eastward. After traveling about a mile we met Parley

P. Pratt going ahead of his company to see Brother Spencer and get some cattle. He says some of the rear companies have lost many head and can scarcely move. A few miles further we met the second 50 of Orson Spencer's 100. We traveled till near dark when we caught up with our main company at the Cold Spring, where we all camped, our 10 having traveled during the day $22\frac{1}{4}$ miles. John G. Smith was appointed captain of the second division in place of Shadrach Roundy, who returns to the valley.

"Thursday, September 2.—We started about 8 o'clock and after traveling 2 miles we met S. Russell's company of 50, and about 5 miles further we met C. C. Rich's 50 and also George B. Wallace's 50. They all report their companies to be in a healthy and prosperous condition, but have lost many cattle, on account of which they have hard work to get along. We also met Captains Foutz and Horne, on this long drive with their respective companies all well, but they are very short of teams. I conversed some with Edward Hunter and John Taylor. We arrived on Sweetwater at 6 o'clock, but the ox teams did not get in till 8 o'clock, having traveled $24\frac{1}{2}$ miles. The evening was very cold and windy. Shadrach Roundy returned to the valley this morning, having met his family.

"Friday, September 3.—After traveling a few miles we met Joseph B. Noble's company traveling along in good order; not being so bad off for teams as some of the other companies. A few miles farther on we met J. M. Grant with Willard Snow's 50, which is the last company on the road. A child of Brother Grant died last night and his wife is yet very sick—not expected to recover. The company have lost many cattle and are so short of teams that they can only travel about 10 miles a day. At this rate they could not get through until some time in October. After meeting their last company we traveled about 2 miles farther and encamped for the night near Bitter Cottonwood Creek, having traveled $15\frac{3}{4}$ miles. Most of our company camped back with Brother Snow's company. John Pack and Lisbon Lamb killed a buffalo to-day.

"Saturday, September 4.—To-day we traveled 16 miles over a very sandy road and camped for the night on Ravine Creek.

"Sunday, September 5.—There being alkali springs nearby we concluded to go on to Independence Rock, where we arrived and camped about 3 o'clock p. m., having traveled $12\frac{1}{2}$ miles. Lisbon Lamb and Brother Cloward killed another buffalo.

"Monday September 6.—This morning the cattle were found down the Sweetwater, about 6 miles from camp, which made it late before we could get started. In passing the alkali lakes a number of the brethren filled their bags with saleratus. About 3 o'clock p. m. a cold wind began to blow fiercely, and it rained hard for about two hours. Proceeding on, we arrived at the Willow Springs a little before dark, in the midst of a heavy shower of rain. All except our 10 and Brother Williams stayed back at Greasewood Creek. We tried in vain to make a fire, and finally went to bed wet and cold, having eaten nothing since morning. Some of the teamsters have only light summer coats with them, and they suffer considerably from cold. We traveled $21\frac{1}{2}$ miles to-day.

"Tuesday, September 7.—This morning our cattle were all missing and it still rains and snows very heavily. Brothers Pack and Cloward started early on foot to find the cattle, but after following their tracks about 7 miles in the storm and seeing they had kept on the road toward the Platte River the brethren returned to camp. It rained and snowed heavily until 11 o'clock a. m., when the balance of the company came up. Some of the brethren divided cattle with us and thus we were enabled to move forward. After traveling 13 miles we saw our cattle about 4 miles to the left of the road at the foot of a mountain. Securing them, we continued the journey to Mineral Spring, $14\frac{1}{2}$ miles from where our 10 camped last night.

"Wednesday, September 8.—We started at 8 o'clock a. m. and arrived at the upper Platte ferry about noon. Having forded the river and halted about two hours for noon, the main company proceeded about 5 miles and encamped for the night, while our 10 went ahead to a better camping place in a grove of timber on the banks of the river, where we stopped for the night, having traveled 19 miles.

"Thursday, September 9.—This morning Norton Jacob's company joined us and we moved forward. We found the road quite rough, being cut up by the other companies in wet weather. We arrived on Deer Creek about sundown and camped for the night, having traveled $22\frac{1}{4}$ miles. Joseph Hancock killed an elk. The day was fine and very pleasant.

"Friday, September 10.—We traveled $17\frac{1}{2}$ miles and camped for the night on the A la Parele. Lewis Barney killed a buffalo. It was decided to have a

guard out every night the remainder of the journey, every man to stand in his turn, four each night.

"Saturday, September 11.—Three of the brethren arrived from the rear camp and reported that during the night before last the Indians had stolen 16 or 17 of their horses, and they were in pursuit of them. We traveled $19\frac{1}{2}$ miles and encamped on the La Bonte River.

"Sunday, September 12,—Traveled $17\frac{3}{4}$ miles and camped by Hebers Spring on the Horseshoe Creek. The roadometer broke down to-day in going over the same ground where it broke in coming West. Our breadstuff is now all gone, and we have to live solely on meat the balance of our journey.

"Monday September 13.—We repaired the roadometer this morning and then traveled to Dead Timber Creek, a distance of 15 miles.

"Tuesday, September 14.—Traveled $24\frac{1}{4}$ miles and encamped for the night on the Platte River. Before dark, Luke Johnson, William A. Emory, and Appleton Harmon came up from Laramie. They reported that a party of Sioux warriors have got the brethren's horses, 17 in number, on the Rawhide Creek, about 18 mile north, and that about 50 well-armed men might perhaps succeed in getting them, but not any less. The Sioux are at war with the Crows and Pawnees, and report says that there is a large party of Pawnees a short distance down the river.

"Wednesday, September 15.—We forded the Platte River traveled $21\frac{1}{4}$ miles over a sandy road and camped for the night. The ox teams have kept nearly up with us, the brethren seeming determined to travel as fast as we do with our mules and horses. In order to save the oxen we therefore concluded not to travel ahead as much as we had done hitherto.

"Thursday, September 16.—Traveled $19\frac{1}{2}$ miles.

"Friday, September 17.—This morning Thos. Brown, Ezra Beckstead, Maddison Welsh, Benjamin Roberts, David M. Perkins and William Bird started to go through to winter quarters in consequences of having no bread. We traveled $19\frac{3}{4}$ miles and camped again on the Platte.

"Saturday, September 18.—Last night John Pack's gray horse was stolen from his wagon. Two Frenchmen came up and said they were camped on the opposite side of the river some distance below, being on a trading excursion among the Indians. We traveled $4\frac{1}{4}$ miles and camped on the bank of the river opposite the Indian camp, in order to give some of the brethren an opportunity of trading with the Indians. A number of buffalo robes were bought. Norton Jacob purchased five robes for seven common calico shirts.

"Sunday, September 19.—We traveled down the river $10\frac{3}{4}$ miles and camped a short distance below Chimney Rock. Lewis Barney killed a buffalo.

"Monday, September 20.—Traveled $7\frac{1}{4}$ miles.

"Tuesday, September 21.—We have concluded to wait here until the balance of the company comes up. In the afternoon some of us crossed the river and had a good feast on buffalo ribs with the Frenchmen. The victuals were cooked by a squaw, but looked much cleaner than that cooked by our men. In the evening we were visited by a cold rain storm.

"Wednesday, September 22.—We remained in camp waiting for other wagons. We begin to think that something is the matter with them.

"Thursday, September 23.—To-day Jackson Redding and Brother Sanderson went back to see if they could find the other wagons. They returned at night and said the company was only a few miles back; the brethren had been detained at Laramie in their endeavor to recover the horses which the Indians had stolen. They got most of them. They also reported that news had reached the fort by a Sioux Indian that the twelve and the company with them had all their horses stolen at the Pacific Springs during a snow storm by the Sioux, who supposed the animals belonged to the Shoshones. The Indian who brought the news had stolen 17 of the horses, but he lost 8 in the mountains; the remainder he brought to Laramie, where the brethren, knowing the animals, demanded them. He gave up as many as the brethren could prove ownership to, and four of the brethren started with them to meet the twelve. The Indian said that nine of them did the stealing.

"Friday, September 24.—We resumed our journey, traveled $13\frac{1}{2}$ miles and camped. Joseph Hancock killed a buffalo and John Norton an antelope. This will replenish our meat supply, which was getting short.

"Saturday, September 25.—Traveled $20\frac{1}{4}$ miles to Crab Creek and encamped. The brethren killed several buffaloes, and it was decided to lay over at this place to-morrow in order to get a sufficient supply of meat to last us through the remainder of the journey. Buffalo here are very plentiful.

"Sunday, September 26.—The brethren of the second division killed a number of buffaloes, but some misunderstanding arose in regard to dividing the meat with the other division.

"Monday, September 27.—Those of the first division who had no meat moved on about three miles and encamped, while the second division remained in the former camp drying their meat. Lisbon Lamb, Lewis Barney and John Norton volunteered to go and kill what buffaloes they can for those who have no meat. During the day the brethren killed five cows and one bull, which was considered sufficient to last the first division home.

"Tuesday, September 28.—We waited till after 9 o'clock a. m. for the second division to come up, but as they were not in sight, we moved onward, traveled $17\frac{1}{2}$ miles and camped on Sand Hill Creek, about a mile from the river. We have seen more buffalo to-day than I have seen in any one day before. I should estimate them no less than 20,000, and we had some trouble making our way through them safely.

"Wednesday, September 29.—We traveled $20\frac{1}{4}$ miles over a rough road and camped near the river in high grass. After camping John Norton killed two buffaloes with one shot; Lewis Barney also killed a young buffalo cow.

"Thursday, September 30.—We traveled $16\frac{1}{4}$ miles and camped near Battlesnake Creek. It appears that some of the brethren left their fires burning this morning, through which the prairie has caught fire and is still burning furiously.

"Friday, October 1.—We traveled 20 miles and camped on Bluff Creek.

"Saturday, October 2.—Traveled $18\frac{1}{2}$ miles. Two of the oxen gave out to-day and had to be left on the road. Three buffaloes were killed.

"Sunday, October 3.—Traveled $4\frac{1}{2}$ miles and encamped opposite some islands where there is plenty of grass.

"Monday, October 4.—Traveled $20\frac{3}{4}$ miles and found that the last company of our people who had passed here had made a new road near the bluffs to avoid a very bad slough.

"Tuesday, October 5.—Traveled 19 miles. More buffaloes were killed.

"Wednesday, October 6.—Most of the company concluded to lay over a day, although there was but little feed at this place. Others, among whom myself, concluded to go on. We traveled $17\frac{1}{2}$ miles and then turned off the road to camp.

"Thursday, October 7.—Traveled $19\frac{1}{4}$ miles.

"Friday, October 8.—Just as we started this morning a dozen or more Indians were seen running over the river toward us. They soon reached the wagons, which were considerably scattered, and although they shook hands, their deportment indicated that they were bent on mischief. Four of the oxen, which were not yet yoked up, were driven off from the wagons, which now began to draw together. Without further ceremony the Indians took Jackson Redding's horse from behind a wagon and marched off with it, notwithstanding Brother Lamb's determined resistance. They also stole Redding's knife out of its sheath and another one from John Peacock. They also attempted to get 'Jack' off the horse he was riding, but he managed to keep his seat. They tried Brother Skein's horse, but he kicked one of them over. Next, they tried to get the men out of their wagons so that they might get in and plunder, but every man kept to his post, until finally it was concluded to go back to the other company. We accordingly started, and the Indians turned back toward the timber with the horse, four oxen, two knives, and a sack of salt. After traveling back about 4 miles we met the other company, and in line with them. The whole company was then formed into two lines, all the arms loaded and every man who could raise a gun was ordered to walk beside the wagons, while the horsemen would go ahead. In this manner we proceeded on our journey, and when we arrived at the point where we had been robbed, the horsemen went down toward the river and found the four oxen where we left them, and brought them up. We traveled till dark and camped near the river, having advanced $5\frac{1}{4}$ miles from the point where our advance company had camped the night before. A strong guard was kept up around the cattle and camp during the night. Considerable ill-feeling existed in camp, on account of the insults offered by certain members of the camp to those brethren who had gone ahead and were compelled to return.

"Saturday, October 9.—We traveled $17\frac{1}{4}$ miles through dog towns, and were also accompanied a short distance by a United States soldier, who reported that there were about 90 soldiers on the island (Grand Island) engaged in surveying and looking for a suitable place to build a fort. We encamped for the night near some lowlands where there was plenty of grass and water, and willows for fuel. A number of soldiers, who visited camp in the evening, said that the

Pawnees were perfectly enraged and that their worst band, numbering about 500, were on the north side of the river about 40 miles further east.

"Sunday, October 10.—In the morning the captains called the camp together to decide by vote whether we should wait here a few days for the twelve or continue on to winter quarters. Thirty men voted to go on, 17 voted to stay and the remainder did not vote. The majority having voted to go on we started and traveled 16 miles.

"Monday, October 11.—The day was stormy and cold. We traveled $21\frac{1}{4}$ miles and encamped in the high grass close to timber.

"Tuesday, October 12.—This morning the weather was severely cold, with strong wind. Some of the cattle were missing, which detained the camp till 11 o'clock. We then started and traveled $15\frac{3}{4}$ miles to Prairie Creek.

"Wednesday, October 13.—Traveled $21\frac{3}{4}$ miles and camped for the night on the Loupe Fork.

"Thursday, October 14.—Much time was lost this morning in hunting for a place to cross the Loupe Fork. It was finally concluded to cross a mile higher up and we proceeded thither. While going up we saw a company of horsemen and two wagons on the other side of the river, in whom we recognized some of our brethren from winter quarters. All our wagons got safely over, and we camped on the hill, having traveled 2 miles. Our brethren whom we met here is a part of the old Nauvoo police (Hosea Stout in charge), going to meet the next company. We were gladdened with the news they brought us from winter quarters.

"Friday, October 15.—Our brethren from winter quarters continued the journey going to meet the next company. We started late, traveled $12\frac{3}{4}$ miles and camped on the banks of the Loupe Fork.

"Saturday, October 16.—We made an early start and by noon arrived at the mission station, where we found the Pawnees busy gathering corn; there were probably a thousand men, women, and children. A number of them soon came to our wagons, and the chiefs made inquiries by sign about the Sioux. Some of the brethren gave them to understand that the Sioux were within five days' journey of them. The chief immediately gave the word to the rest, and in half an hour the squaws had loaded their corn on ponies and mules and began to march toward the river. They show great fear of the Sioux and were very anxious to have us camp with them overnight, but we kept moving on and traveled to Bear River, where we encamped with the intention of remaining overnight, having traveled during the day $17\frac{1}{4}$ miles. But in consequence of the Indians following us, we concluded to move on, for we had no confidence in the savages, although they had shown themselves friendly so far. Consequently we traveled $6\frac{1}{2}$ miles farther and camped for the night. Day's journey $23\frac{3}{4}$ miles.

"Sunday, October 17.—Traveled $16\frac{1}{4}$ miles.

"Monday, October 18.—Traveled $18\frac{3}{4}$ miles to Shell Creek.

"Tuesday, October 19.—Traveled $23\frac{1}{4}$ miles.

"Wednesday, October 20.—We started early and found the prairies all burned off to the Elkhorn, where we arrived about noon, and soon after commenced crossing where Hosea Stout and company had crossed a few days before. The water was about 3 feet deep. The wagons, having all got over without accident, except the breaking of a wagon tongue, we continued our journey to Papea Creek, where we encamped for the night.

"Thursday, October 21.—This morning Brothers Wm. Empey, Lisbon Lamb, and myself started early, accompanied by six horsemen, and arrived in winter quarters a little before noon. I found my family all well except Moroni, who is very sick; his mother is also sick. There has been much sickness here and many deaths during the fall, and many are now suffering for lack of the comforts of life. We have been prospered on our journey home and have made the trip in nine weeks and three days, including a week's delay waiting for the twelve and killing buffaloes. Our health has been remarkably good, but we have lacked provisions, many of us subsisting for weeks on dry buffalo meat alone. I have succeeded in measuring the whole distance from the city of the Great Salt Lake to this place, except a few miles between Horse Creek and the La Bonte, which was taken from the measurement going up. I find the whole distance to be 1,032 miles and am now prepared to make a complete traveling guide from here to the Salt Lake."

Having followed this advance company of pioneers and soldiers on their return trip to winter quarters, we will now resume the narrative of the main pioneer camp in the Great Salt Lake Valley, where we left the brethren busily engaged in building houses and making preparations for the coming winter.

Wednesday, August 18, 1847.—President Young and Heber C. Kimball superintended the work at the "adobe yard," where the erection of the stockade was going on.

Thursday, August 19.—Howard Egan and Hosea Cushing were engaged during the day in hauling gravel with which to cover the houses; the remainder of the brethren were at work finishing them off. A party of mountaineers, consisting of four white men and two squaws, arrived in the valley in the afternoon from Fort Bridger. Their ostensible reason in coming was "to see how the pioneers were getting along," as they expressed themselves, but the real object of their visit was undoubtedly to trade with the Indians. They encamped about a mile below the pioneer camp on the bottom.

Friday, August 20.—Most of the brethren were busily engaged finishing the houses of the stockade. The laying out of the city was completed; this first survey consisted of 135 blocks, each containing 10 acres. The blocks were subdivided into 8 lots of $1\frac{1}{4}$ acres each. The streets were made 8 rods wide. There were three public squares, including the adobe yard (now the Sixth Ward Square), and the Temple Block also contained 10 acres. Henry G. Sherwood returned from an exploring expedition to Cache Valley, accompanied by a man by the name of Wells who had lived for a number of years among the Spaniards in New Mexico. Abert Carrington, John Brown and others started in the evening on an exploring expedition to the "Twin Peaks." (See Book 1, p. 337.)

Saturday, August 21.—President Young, Heber C. Kimball and others moved their wagons and effects from the camp on City Creek to the stockade, where work on the houses was being pushed vigorously ahead.

Sunday, August 22.—The day was warm and pleasant. At 10 o'clock a. m., a meeting was held at the bowery, and the congregation addressed by Amasa M. Lyman upon the subject of the present situation of the camp, after which President Young made a few remarks. He explained the necessity of holding a conference, in order to transact some business of importance to the church previous to the pioneers leaving for Winter Quarters. Such a conference was appointed for the afternoon. In the interim a council of the twelve was held under a tree in Heber C. Kimball's lot. Following are the minutes of a special conference of the Church of Jesus Christ of Latter-day Saints held in the Bowery, on the temple block, in Great Salt Lake City, August 22, 1847, commencing at 2 o'clock p. m.:

"There were present of the twelve: Brigham Young, Heber C. Kimball, Wilford Woodruff, Amasa M. Lyman, Willard Richards and Orson Pratt.

"President Young presided.

"The choir sang: 'The spirit of God like a fire is burning.' Prayer was offered by Wilford Woodruff, after which the choir sang: 'From all that dwell below the skies.'

"Heber C. Kimball explained the nature of some of the business which would be presented to the conference and requested the brethren to be free and outspoken, so that everything that should be done might prove beneficial to those who were here and those who should soon arrive. It was necessary to have a presidency to preside over this place and to appoint such other officers as the present situation of the people required. It was also proper for the conference to decide whether the brethren would continue their united labors on the erection of the stockade, or whether they would scatter and let every man work for himself; also if the lands in the immediate vicinity of the city should first be cultivated, in preference to such as was situated several miles away. Should one man build his house, another fence his lot, another go hunting, etc., or would the people work in unison? These were important matters to be considered by the conference.

"Henry G. Sherwood said it was agreeable to his feelings to cultivate the city plat and fence it with an adobe fence, which, if it was built high enough, would serve as a protection against the Indians and keep the cattle out.

"Nelson Higgins explained that the Indians claim all the land as their own and were in the habit of taking a share of the grain for the use of the land.

"President Brigham Young moved that the brethren fence in the city and such portions of the adjacent lands as they may deem proper, and cultivate the same. This was seconded by Dimick B. Huntington, after which Heber C. Kimball said: 'Some of us have talked considerable about which would be the most prudent and economical way of farming and fencing, and have come to the conclusion that it is best to fence in that portion of our lands which is tillable and most convenient for common use. By this means we can raise thousands of bushels of grain next season for ourselves and also some to sustain those who shall come after us. I would rather fence a block of 10 acres, and have the crop,

than plant 100 acres for the cattle to destroy. Will you put your "might" together for that which is best for everybody? (Cries of "yes") I say, put your forces together, and fence the city and sow our wheat safely.' The motion was carried unanimously.

"President Young then said: 'I move that a president be appointed to preside over this place. (Seconded and unanimously carried.) I move that there be a high council. (Seconded and carried.) I move that all other necessary officers be appointed for this place. (Seconded and carried.) I move that we call this place the Great Salt Lake City, of the Great Basin of North America. (Seconded and carried.) I move that we call the post office the Great Basin Post Office.' (Seconded and carried.)

"Heber C. Kimball said: 'I move that we call the river running west of this place the Western Jordan.' (Carried.)

"President Young remaked: 'It is the right of the Twelve to nominate the officers and the people to decide by their vote whether they will accept them or not. We desire to know who are coming in the next company. If Uncle John Smith comes, it is our minds that he presides. Colonel Rockwood is my principal man and attends to all my business.'

"Heber C. Kimball said: 'I move that Colonel Rockwood be honorably released from his duties as overseer of the stockade, and that Tarlton Lewis be appointed to that position. (Seconded and carried.)

"President Young explained: 'There will be thousands of such instances where men will be discharged. It is the duty of all clerks to record the business that is transacted and not to ask questions. The brethren are not requested to labor for nothing, but they should not be so selfish as to be afraid of doing a day's work without getting pay for it. I can prophesy in the name of Jesus that a man harboring such a spirit will be damned. I wish that this people may grow and increase and become a great nation, but you do not know what dangers surround you at present. It is necessary that the adobe yard (the stockade or old fort) should be secured so that Indians can not get in. To accommodate those few who shall remain here after we (the pioneers) return, it would only be necessary to build one side of the fort, but common sense teaches us to build it all around. By and by men of means will be coming on, and they will want rooms, and the men who build them will then be entitled to their pay. Make your walls 4½ feet high, so that they can keep the cattle out. Build your houses so that you will have plenty of fresh air in them, or some of you will get sick, after being used to sleeping in your wagons so long. We propose to fence in a tract of land 30 rods square, so that in case of necessity the cattle can be brought inside and the hay also be stacked there. In the spring this fence can be removed and a trench be plowed about 20 feet from the houses to enable the women to raise garden vegetables. I want to engage 50,000 bushels of wheat and the same amount of corn and other grain in proportion. I will pay you \$1.25 per bushel for wheat and 50 cents for corn. Why can not I bring glass for you and you raise corn for me? Raise all the grain you can and with this you can purchase sheep, cows, teams, etc., of those who come here later on. We desire you to live in that stockade until we come back again and raise grain next year.'

"Heber C. Kimball remarked: 'There are some creeks that have no names.'

"President Young said: 'I move that this creek that we are encamped on be called City Creek. (Seconded and carried.) I move that the large creek running a few miles south of here be called Mill Creek, that the little creek a little south of the camp be called Red Butte Creek, that the next creek south be called Canyon Creek (afterwards named Emigration Creek), and the next Big Canyon Creek.' (Now Canyon Creek or Parleys Creek.) All these motions were seconded and carried unanimously. President Young continued: 'I now desire to know if the people are satisfied with the labors of the 12.'

"Tarlton Lewis arose and said: 'I move that we give the 12 our approbation and signify by our vote that we are satisfied with their labors and give them our blessing.' (Seconded and carried.)

"Lorenzo Young reminded those of the brethren who did not pray that now was a good time to begin to fulfill their covenants in this regard. When we covenant to do a thing, we should always be faithful in doing it.

"President Young said: 'I desire to know who are going back to winter quarters. You who are going to stay, will you finish that adobe yard? If so, rise to your feet. (A number arose.) I should have no hesitancy in taking five men and build 1 mile of adobe wall 8 feet high this fall.'

"Heber C. Kimball said: 'My feelings are for the welfare and well-being of the whole people. I am your brother and you are my brethren, all having de-

scended from the same common parentage. I want to cultivate a feeling of union and peace toward my brethren. I promise you that if you are faithful the Holy Spirit will rest upon you, and we shall see the day when the heavens will be opened and we will render up our stewardship to our heavenly Father. A man don't know how to appreciate a thing until it is taken away from him. A man don't appreciate his wife until she is away, nor does a wife appreciate a husband until he is gone. Let us discourage a spirit of alienation and be united. I wish to God we did not have to return, and I would give a great deal to have my family here now. This is a paradise to me, and one of the loveliest places I ever beheld. I hope none of us will be left alive to pollute this land. I would rather die than act as inconsistent as many have in times past.'

"President Young said: 'I move that Brother William McIntyre be appointed clerk and keep an account of the public labors performed here. (Seconded and carried.) I would tell those who are preparing to return with us to winter quarters to get ready as fast as possible, as we would like to start out on Tuesday evening next. I move that Edson Whipple receive an appointment to attend to the distribution of water over the plowed lands. (Seconded and carried.) I move that we adjourn this conference until October 6, 1848, to commence at 10 o'clock a. m. at this place.' (Seconded and carried.)

"Orson Pratt closed the conference by benediction."

In the evening the 12 held another council in front of the buildings. Elders Carrington, Brown, and others returned from their expedition to the twin peaks.

Monday, August 23.—Some of the brethren went to the canyon after poles with which to cover the houses, and the remainder worked on the buildings, some of which were already taken possession of by the families in camp. Thomas Williams and others returned from Fort Hall. Brother Williams brought a letter from Capt. James Brown, dated August 16, and written to Heber C. Kimball, in which the captain said that he expected to start from Fort Hall for California on the 17th.

Tuesday, August 24.—Work was continued on the houses. A heavy thunder shower visited the camp about noon. In the afternoon several of the brethren started on an excursion to the lake.

Wednesday, August 25.—The day was spent by the brethren as usual, working on the houses and making preparations for the departure of the company which was to return. It was the intention to start the next morning. By this time 27 houses had been built in the fort.

Thursday, August 26.—The twelve and others started on their return to winter quarters. The following daily account of their journey is taken from the private journals of Heber C. Kimball and Wilford Woodruff:

"The weather was beautiful. As fast as the teams got ready this morning they started out one by one—the first about 9 o'clock. President Young and myself did not start until most of the teams had left the valley, in consequence of being obliged to make some business arrangements before we could leave. About noon we started on horseback, and after ascending and descending the first long hill, I arrived with my wagons in a small valley on Big Canyon Creek about sundown, where we encamped, having come 14 miles. Near our camping place is a beautiful spring of water. We were considerably annoyed by the dust on our route during the day.

"Friday, August 27.—We arose early and resumed our journey, and after ascending the second long, steep hill over a rough road, we at length attained the summit, after traveling $4\frac{1}{2}$ miles. We then proceeded down hill about 4 miles, and encamped for the night on East Canyon Creek, after traveling during the day 15 miles.

"Saturday, August 28.—Traveled in the forenoon 12 miles and forded Weber's Fork. In the afternoon we went 4 miles up the stream, and then turned abruptly to the left up another pass (Echo Canyon). Going 4 miles up this pass, we encamped for the night near the creek a little after dark.

"Sunday, August 29.—We resumed our journey at 7.35 o'clock a. m., and after traveling 12 miles we came to Reddings Cave, where we halted for noon. Soon after stopping, Ezra T. Benson rode up, to the great delight of the brethren, who gathered around him in a group, and he then proceeded in a hurried manner to tell us the news. He had traveled to within 40 miles of Fort John before meeting our emigration, which consisted of 566 wagons. He also brought a list containing most of the names of the saints in the companies—between thirteen and fifteen hundred souls—traveling in nine companies. In company with Orrin P. Rockwell he had left the foremost company on Sweetwater, where they had lost a great many cattle through sickness, besides, quite a number of horses and

cattle which had strayed away and had been taken by the Crow Indians. Brother Benson was also the bearer of numerous newspapers and letters from the brethren in the different companies. About 4 o'clock p. m. we resumed our journey, and after proceeding a short distance we met Orrin P. Rockwell on horseback. After traveling 8 miles in the afternoon we encamped in the valley, near a small creek.

"Monday, August 30.—We had a severe frost last night, and the morning was cloudy, gloomy, and cold. Continuing our journey at 7.40 o'clock a. m., we traveled 6 miles to Bear River, where we halted for noon. Some of the brethren went from here on horseback to the Mineral Tar Spring (about 2 miles distant) after tar. In the afternoon we traveled 8 miles. The following are the names of those going back in the present company:

First wagon: Brigham Young, John Y. Greene, Truman O. Angell, Joseph S. Schofield, Albert P. Rockwood, Stephen H. Goddard.

Second wagon: Millen Atwood, Thomas Tanner, Addison Everett.

Third wagon: Sidney A. Hanks, George Clark, J. G. Luce.

Fourth wagon: John G. Holman, George R. Grant, David S. Laughlin.

Fifth wagon: William Dykes, Jacob Weiler, David Grant.

Sixth wagon: Thomas Woolsey, Haywood Thomas, Samuel W. Fox.

Seventh wagon: Willard Richards, Thomas Bullock, Benjamin Richmond, Harvey Pierce.

Eighth wagon: Ezra T. Benson, Matthew Ivory, David Powell.

Ninth wagon: Erastus Snow, William McIntyre, George Brown.

Tenth wagon: Orrin P. Rockwell.

Eleventh wagon: Charles Shumway, Andrew P. Shumway.

Twelfth wagon: Burr Frost, William Carter.

Thirteenth wagon: William Wardsworth, Datus Ensign.

Fourteenth wagon: John Dixon, Simeon Howd.

Fifteenth wagon: Seth Taft, John P. Wriston, Stephen Kelsey, Charles D. Barnum.

Sixteenth wagon: Wilford Woodruff, Dexter Stillman, William C. A. Smoot.

Seventeenth wagon: James W. Steward, Robert T. Thomas, Jabez Nowlin.

Eighteenth wagon: James Case, James C. Earl, Judson Persons.

Nineteenth wagon: Orson Pratt, Joseph Egbert.

Twentieth wagon: Marcus B. Thorpe.

Twenty-first wagon: George Wilson, Jesse Johnson, John Brimhall, A. L. Huntley, Rodney Badger, William W. Rust.

Twenty-second wagon: Joseph Matthews, Joseph G. Camp, William Park.

Twenty-third wagon: Green Flake, Benjamin F. Stewart, John Crow.

Twenty-fourth wagon: Peter J. Meeseck, C. Rowe, William Rowe.

Twenty-fifth wagon: Barnabas L. Adams, Alexander P. Chessley, Thomas C. Chessley, John C. Gould, Samuel Gould.

Twenty-sixth wagon: Amasa M. Lyman, Albert Carrington.

Twenty-seventh wagon: John Brown, George A. Smith, Joel J. Terrill.

Twenty-eighth wagon: Solomon Chamberlain, William Terrill.

Twenty-ninth wagon: Nathaniel Fairbanks, Charles A. Harper.

Thirtieth wagon: Perry Fitzgerald, Isaac N. Wriston.

Thirty-first wagon: Ozro Eastman, Horace Monroe Frink, Levi N. Kendall.

Thirty-second wagon: Stephen Markham, George Mills, Conrad Klineman.

Thirty-third wagon: Horace K. Whitney, Orson K. Whitney.

Twenty-fourth wagon: George P. Billings, Ralph Douglas, Elijah E. Holden, William Gifford, Albert Sharp, Abel M. Sargent.

Thirty-fifth wagon: Andrew S. Gibbons, Thurston Larson.

Thirty-sixth wagon: Heber C. Kimball, Howard Egan, Hosea Cushing, William A. King, Carlos Murray.

"The whole camp consisted of 108 men, 36 wagons, 71 horses, and 49 mules.

"In the evening President Young called the brethren together for organization, when the following officers were elected: Stephen Markham, captain of hundred; Barnabas L. Adams and Joseph Matthews, captains of fifties; Brigham Young, John Brown, Howard Egan, George Clark, George Wilson, Erastus Snow, Thomas Tanner, and Charles A. Harper, captains of tens. President Young selected his ten, which includes six of the twelve and Albert P. Rockwood, Stephen H. Goddard, and Joseph Schofield. Thomas Bullock was appointed to act as clerk of the camp.

"Tuesday, August 31.—We resumed our journey at 7 o'clock a. m., and after traveling 10 miles we crossed Muddy Fork. After ascending and descending a long, steep hill, we halted to bait, having come 17 miles. Continuing the journey in the afternoon, we soon arrived at Fort Bridger, where the wagons

halted a few minutes. We found the numerous small rushing streams, which we noticed on our westbound trip, all dried up now, except the main stream. There were a number of Indians here who had their lodges pitched near the fort. We proceeded about a mile beyond the fort and encamped for the night, having traveled 23 miles during the day.

"Wednesday, September 1.—This morning the several companies of tens were organized under their respective captains. A Government ox, which had been left at Fort Bridger when the soldiers passed along, was killed this morning and the meat distributed among the brethren. The horses having strayed away during the night, the morning was somewhat advanced before they were recovered. We traveled $32\frac{1}{2}$ miles (crossing Blacks Fork several times on our route) and encamped for the night in a circle on Hams Fork. By order of President Young, the horses were all staked out. The night was quite cold, as the nights usually are, although the days are warm and pleasant.

"Thursday, September 2.—This morning three mountaineers with pack horses arrived at the camp en route from Fort Bridger to Fort John. We traveled $22\frac{1}{2}$ miles to-day and encamped on Green River 4 miles below the ferry.

"Friday, September 3.—After traveling 2 miles, we forded Green River, which we found quite low. Continuing our journey 25 miles farther, we forded Big Sandy, and encamped on its banks a little after dark. At this place we found Daniel Spencer's company encamped, consisting of about 80 wagons. They reported that Parley P. Pratt's company was encamped on Little Sandy, $6\frac{3}{4}$ miles from here, and that the other companies were scattered at different intervals along the road. In the evening Elder Spencer's company was called together and successively addressed by President Young, Heber C. Kimball, Wilford Woodruff, and George A. Smith, who gave the saints a general description of the 'valley of the Salt Lake,' the extent of our labors there, etc. We also counseled them to go as far as Green River and then send some of their number back to assist the other companies to come up, as some of them were quite needy in consequence of having lost so many of their cattle.

[NOTE.—At this point in the original appeared an illustration of Fort Bridger.]

"Saturday, September 4.—At 8 o'clock a. m. Daniel Spencer's company was in motion. A number of our company, having here met their families, returned to the valley with them. Among these were William McIntyre, Burr Frost, Datus Ensign, and Seth Taft. We proceeded on our journey about the same time as Spencer's company, and after going 7 miles we halted for noon on the banks of Little Sandy, near one of our former camp grounds. Here we found Parley P. Pratt's company encamped, consisting of between 70 and 80 wagons, a messenger having been sent out ahead this morning to detain them until we should arrive. Perregrine Sessions was in charge of the first 50 of Elder Pratt's 100. Most of the afternoon the twelve were in council, and had a very interesting time. Two of the quorum, but principally Parley P. Pratt, was reproved sharply for having undone what the majority of the quorum had done in the organization of the camps for traveling. The brethren who had done wrong made a humble confession, after which much valuable teaching was given by President Young. Among other things he said: 'When we set apart one or more of the twelve to go and do a certain work, they will be blessed in doing that work, and the quorum will back up what they do. But when one or more of the quorum interfere with the work of the majority they burn their fingers and do wrong. When the majority of the quorum of the twelve organize a Stake of Zion and appoint a president over the same, the minority of the quorum have no right to interfere with these doings; and so in all other things, unless the majority should get corrupt. In that case, it would be the duty of any member of the quorum to show them their error and teach them what was right, and, if necessary, lay the matter before the entire people.' President Young said further that he felt the weight of eternity resting upon him, being overburdened with work and responsibilities. Brother Kimball and all the other members of the quorum present expressed their feelings, and the spirit of God rested upon the brethren in a great measure. Every heart was melted and tears filled the eyes of all, while a spirit of forgiveness and love was truly made manifest. In the evening the people of the camps were called together and similar information and council to that given previous the evening to Elder Spencer's company were imparted by the twelve.

"Sunday, September 5.—About 9 o'clock a. m. we pursued our journey, and after traveling 2 miles we forded Little Sandy. Going $13\frac{1}{2}$ miles farther we crossed the Dry Sandy, and 10 miles farther travel brought us to the Pacific Springs, where we encamped at 5 o'clock p. m. after coming during the day 26

miles. Here we found three companies of 50 each encamped, namely, A. O. Smoot's 100, and Brother Robinson's 50 of C. C. Rich's 100. A meeting was held with these camps in the evening, and George A. Smith, Wilford Woodruff, Orson Pratt, and President Young addressed the congregation, after which it was decided to lay over the following day and hold another meeting.

"Monday, September 6.—The morning and entire day was very cold. The Twelve held a council with the officers of the camps, and pursuant to appointment the saints of the camps assembled at 11 o'clock a. m. and were addressed by Erastus Snow and others, and the necessary instructions were given, similar to those given the other companies. In the afternoon eight of the Twelve met in council, and a case in which John Benbow had sustained financial loss was considered, and it was decided that he should have the privilege of an appeal from the decision of one of the apostles to the whole quorum, and that in the meantime the high council in the valley should take charge of the disputed property.

"Tuesday, September 7.—The morning was cold and cloudy and considerable snow which had fallen during the night could be seen in the mountains. A messenger was sent ahead to detain John Taylor's camps until we should come up. About 9 o'clock a. m. the companies destined for the valley began to move west. A number of the pioneers (among whom were Thurston Larson, Carlos Murray and Lafayette Granger) who had met their families, returned back with them. About the same hour the pioneer camp resumed their journey eastward, but had traveled only a short distance when they were overtaken by a heavy snowstorm which continued till about 4 o'clock p. m. We arrived at John Taylor's camp on Sweetwater about 2 o'clock p. m., having traveled during the day 14 miles. Here we found that the saints under the direction of Elder John Taylor and Bishop Edward Hunter had made preparations to give us a dinner, the tables being set in an adjacent grove on the banks of the river. It was a rare sight indeed to see a table so well spread with the 'good things of this life,' in the heart of the wilderness so remote from civilization. The bill of fare consisted of roast and broiled beef, pies, cakes, biscuits, etc., and fully 100 people sat down to the table. The remains of the feast were distributed among the soldiers and pioneers, and the ceremonies of the afternoon concluded with a dance which passed off in fine style to the satisfaction of all parties. The twelve were again in council in the evening, meeting in Brother Shurtliff's tent. The snow had ceased falling, but the weather remained quite cold.

"Wednesday, September 8.—The morning was cold, but later in the day it became warmer, and the snow melted. At 9 o'clock a. m. we took leave of the saints in Brother Taylor's camp, and after traveling 12 miles we encamped on a small branch of Sweetwater, where we found Bishop Joseph B. Noble's 50 encamped. About the middle of the afternoon Jedediah M. Grant and Willard Snow, with the remainder of the last company, arrived. Elder Grant had buried a child on the way, and his wife now lay at the point of death. We held a council in the evening at which Brother Grant related the circumstances of the organization of the company, which was not according to the former organization, and President Young said that he was more and more convinced that some of the brethren had done wrong in these things.

"Thursday, September 9.—The weather was cold, clear and windy. This morning considerable consternation was created in the camp by the discovery that between 40 and 50 horses were missing. About 30 of these belonged to the pioneer camp, and the remainder to the other companies. From the circumstance of finding an Indian arrow near by and also a strap (known to have been on the neck of one of the horses) cut in two, it was at once concluded that they had been stolen during the night by Indians. Consequently, Colonel Markham with 20 men started in pursuit about 10 o'clock. In the afternoon two of the men returned with two of the horses, which had been found about 30 miles distant. In the evening two or three more men came in with three other horses, which had been found near the same place as the other two; they were probably left by the Indians in the hurry of the flight. These men informed us that it was with considerable difficulty the pursuers could keep the trail, as the Indians in order to baffle pursuit, had occasionally separated, left the road, and resumed, it some distance ahead. Owing to this and other stratagems and devices, to which the savages know precisely how to resort, the prospects of recovering the animals are not very bright. The companies remained in camp all day, and in the evening the saints were called together and addressed successively by Orson Pratt, President Young, and Heber C. Kimball.

"Friday, September 10.—Orrin P. Rockwell and others returned this morning but brought no horses with them. The whole of Jedediah M. Grant's company

was in motion by about 9 o'clock a. m. and we started soon afterwards. After proceeding about 10 miles we halted to bait at 4 o'clock p. m. on the banks of the Sweetwater. Here we were met by Colonel Markham and the remainder of the company on their return from hunting the horses, in which they had been unsuccessful, although they had been about 30 miles beyond this place. The total number of horses lost are 43. After traveling 2 miles further we encamped for the night. The brethren, in order to continue the journey, divided up the remainder of the animals between them, and a number of horses that hitherto had been brought along loose were harnessed up. By this President Young, Heber C. Kimball, and a few other brethren who had been accustomed to ride on horseback were now debarred of that privilege.

"Saturday, September 11.—The weather was warm and pleasant. We traveled 24 miles and encamped for the night on Sweetwater. Thomas Woolsey shot a buffalo.

"Sunday, September 12.—We traveled 23 miles and again encamped on the Sweetwater. Howard Egan and William King, who had left the camp in the morning to look for a missing horse, returned in the evening without finding the animal; they had seen eight Indians at a distance who were probably following the camp with the intention of stealing horses. Three buffaloes were killed in the evening which furnished the camp with plenty of meat.

"Monday, September 13.—Traveled 20 miles, passed Devils Gate, forded the Sweetwater, and encamped for the night near Independence Rock.

"Tuesday, September 14.—Traveled 12 miles and encamped on a little creek. Considerable saleratus was secured by a number of the brethren in passing the saleratus lakes to-day.

"Wednesday, September 15.—Traveled about 25 miles over a mountainous road and camped on a little spring about 12 miles from Platte River.

"Thursday, September 16.—After traveling 12 miles we forded the north fork of Platte River, near our old ferrying place, and encamped on the opposite bank at 3 o'clock p. m. We found the river quite shallow, the water scarcely coming up to our wagon beds.

"Friday, September 17.—In the morning Wilford Woodruff and other brethren recrossed the river to hunt buffaloes, but were unsuccessful. In the afternoon the camp traveled 12 miles and encamped for the night near a grove of cottonwood trees.

"Saturday, September 18.—Traveled 17 miles and encamped on Deer Creek. One of the Frenchmen who accompany us killed a buffalo. After camping in the evening President Young, Heber C. Kimball, Willard Richards, Ezra T. Benson, and others had quite an interesting encounter with a large bear which, after being wounded by some of the brethren, turned upon them, and they found it necessary to retreat in great haste to a neighboring cliff.

"Sunday, September 19.—In the forenoon one buffalo and two black-tailed deer were killed by some of the brethren. In the afternoon the company traveled 9 miles and encamped on North Buffalo Creek.

"Monday, September 20.—We traveled 30 miles, crossed Dry Creek and Little Timber Creek, and encamped for the night on Big Timber Creek.

"Tuesday, September 21.—About 8 o'clock a. m., just as we were getting ready to start, the alarm was given in camp that the Indians were marching off with our horses which had been grazing in the timber about half a mile from camp. The first intimation of the presence of the savages was the report of several guns in quick succession and the guard crying out, 'Indians, Indians!' In less than a minute the timber and bluffs were lined with mounted warriors, charging with full speed upon our guard horses and camp. They shot at two or three of the guards but missed them. Next they tried to carry off one of the guards on a horse but he knocked one of the Indians down with his fist and finally succeeded in getting away from them. Wilford Woodruff, who had gone out to order the horses brought in, arrived near the animals when the Indians first made their appearance. He ran back to the camp, gave the alarm, and called upon all the brethren to get their arms and mount their horses. Brothers Kimball, Rockwood, Matthews, and several others sprang into their saddles armed with guns and pistols and rode out to head off the horses which the Indians were driving away. They succeeded in getting all the animals except 11 head. Soon afterwards about 200 Indians, belonging to the Sioux tribe, made their appearance in camp, most of them being on horseback, and the chief commanding them happened to be the same one who met us on our way up the Platte below Fort John.

"He and President Young at once recognized each other and had quite a conversation. He told the president that he had mistaken us for Crow Indians,

or otherwise the horses would not have been taken; he promised that they should be restored to us. He also said that a few days ago they had stolen 43 head of horses from the Crows on Sweetwater, but upon further explanation these were found to be our horses. President Young, however, suggested that we say nothing about them at present, but that when we get to Fort John we offer Mr. Bordeaux \$100 to procure them for us, for we deemed it inexpedient to try to take them by force as the Indians numbered about 800 men. Considerable salt was distributed among the Indians and about 1 o'clock p. m., they started for their camp about 5 miles up the creek. The animals that we had left had been hitched up all the morning, and at 2 o'clock p. m., we moved half a mile down the creek and again encamped a short distance from the same on the open prairie. Soon afterwards it commenced raining and continued at intervals most of the night. During the afternoon the stolen horses were brought to camp with the exception of 1 horse and a mule. They were all brought in by different ones who visited the Indian camp. Brother Kimball also visited their camp in the evening and was kindly received by the savages; he smoked the pipe of peace with some of their most distinguished men. It was mainly through his exertions that the brethren recovered most of their horses.

"Wednesday, September 22.—We traveled 16 miles and encamped on Horse-shoe Creek.

"Thursday, September 23.—Traveled 29 miles.

"Friday, September 24.—The brethren got up our horses at an early hour. A meeting was called, and while each company of ten was standing apart by itself, some timely instruction was given by President Young, who also reproved some of the brethren for murmuring against the rules of the camp. The brethren voted unanimously that they would obey orders and that when they got to Fort John everybody would not run to see what was going on. We continued our journey at 9 o'clock a. m., and traveled 12 miles, passed Fort John and after crossing the river about a mile below the fort encamped on the opposite bank. At the fort we found Appleton M. Harmon who had hired out there for the winter to work at blacksmithing for \$25 per month. He informed us that the ox teams had left here on Monday last, and that they had been somewhat detained at the ferry on the North Fork owing to the fact that 18 of their horses had been stolen by the Indians; 13 of them, however, were recovered. He also told us that on Monday last Luke Johnson, with three others, had started back to meet us with a number of horses, but they had missed us through having taken the river road. President Young, Heber C. Kimball, and others of the twelve visited the fort this afternoon and had an interview with Mr. Bordeaux, the proprietor. He told us that the chance of recovering our horses was rather a dull one, but that he to-morrow morning would send a man back with any number of men we might desire to send, to see what could be done. Upon inquiry we found flour at the fort to be worth \$45 per barrel (or 25 cents per pound) and corn 12½ cents a pint. Our horses were driven out on the prairie a short distance and guarded, the grass being tolerably good.

"This evening, after dark, the brethren were again called together and 40 men chosen to go on the expedition to-morrow morning in pursuit of our horses. Previous to this 10 men had been chosen to go ahead and find the Indians, and the others were to follow them up, and remain a little in the rear as a kind of reinforcement in case of necessity. The orders were to recover the horses 'peaceably' if they could, but forcibly if they 'must,' being governed mainly by circumstances.

"Saturday, September 25.—Agreeable to the arrangement of last night the first company of 10 men, in charge of Colonel Markham, started at 8 o'clock a. m., on their expedition, and an hour later 40 more men, under the command of Ezra T. Benson followed. President Young and Heber C. Kimball accompanied them to the fort, where Mr. Bordeaux told us that he believed it useless for us to go any further because the Indians at the fort had sent runners ahead last night to apprise the others that we were coming. It is the general opinion of the brethren that the Frenchmen and Indians are leagued together against us in this affair; therefore, we deemed it unnecessary to pursue the matter any further, and the brethren returned to the camp.

"Toward evening Commodore Stockton, of the United States Army, arrived at the fort, accompanied by Major Harris and others as pilots. They report a portion of their own company, accompanied by Luke Johnson and his men, to be about 6 miles distant. Brothers Young and Kimball bought a number of buffalo robes for \$1.25 apiece.

"Sunday, September 26.—This morning a minute description of our stolen horses was written and given to Appleton M. Harmon, that if an opportunity should present itself he might endeavor to recover them for us. About 8 o'clock a. m. Luke Johnson, John Buchanan, Jesse C. Little and Norman Taylor arrived with 11 horses, including those they rode. With the assistance of these animals we can now travel considerably faster than we did before. These our brethren have been as far back as Big Timber Creek (in search of us), where the same band of Indians whom we had seen undertook to take the horses from them, but on their showing signs of resistance the savages betook themselves to flight. Near that point they met Commodore Stockton's company, consisting of about 40 men, with whom they traveled till last night, and encamped with them on the North Fork, about 4 miles distant. President Young and Heber C. Kimball, by invitation, took dinner with Commodore Stockton at the fort. He is a middle-aged man of fine and engaging manners and agreeable in conversation.

"Having completed our business at the fort we resumed our journey in the afternoon; we traveled 3 miles and encamped on the banks of the river. Commodore Stockton intends pursuing the same road as ourselves to the 'Bluffs' and courteously offered to render us any assistance in his power while on the route. He will perhaps overtake us tomorrow or next day. He has one wagon with him in which a number of men ride who are afflicted with the measles, while he carries his effects on pack mules.

"Monday, September 27.—We traveled 20 miles, crossed Rawhide Creek and encamped for the night a short distance from the river. This evening six companies of 10 organized in a military capacity in order that we may be better prepared to defend ourselves against an attack from the Indians. The captains of these companies are Brigham Young, Howard Egan, Thomas Tanner, Luke Johnson, and George Wilson.

"Tuesday, September 28.—Traveled 16 miles and camped on the banks of the river in sight of Scott's Bluffs. Two antelopes were killed and the meat divided among the brethren.

"Wednesday, September 29.—Traveled 22 miles, passed Scott's Bluffs in the distance, and encamped on the river in sight of Chimney Rock. There was an Indian camp on the opposite side of the river.

"Thursday, September 30.—Traveled 21 miles, passed Chimney Rock in the distance and encamped for the night on the banks of the river opposite a Frenchmen's and Indian camp. Colonel Markham was sent over to that camp in the evening to trade with Indians for some of the brethren.

"Friday, October 1.—The camp laid over to hunt buffaloes, but none were killed.

"Saturday, October 2.—Some of the brethren bought a number of horses and Doctor Richards a cow of the Frenchmen. Jesse C. Little was sent as a messenger this morning to Commodore Stockton's camp to ascertain his intentions about accompanying us. The messenger soon returned with the news that the commodore now intended to cross the river and take a more direct road to St. Joseph, Mo. We traveled 15 miles and encamped on the banks of the river opposite 'Ancient Bluff Ruins.' Three buffaloes were killed today.

"Sunday, October 3.—We traveled 8 miles. A number of buffaloes and one antelope was killed by some of the brethren and the meat as usual dressed and distributed in the camp. Most of the brethren are depending entirely upon game for subsistence, being destitute of flour and other provisions.

"Monday, October 4.—After traveling 2 miles we came to Crab Creek, where we found a board by the side of the road with the following inscription on it: 'Camp of Pioneers stopped here and killed and dried 30 buffalo cows, September 28, 1847.' We traveled 18 miles farther and encamped at sunset on the banks of the river. Several more buffaloes were killed today, and while halting for noon four Sioux Indian warriors and one squaw paid a visit to camp.

"This evening several of the horses having failed, we deemed it advisable to raise volunteers to go ahead on foot and arrest the progress of the ox teams. The following-named brethren volunteered to go on this expedition: Amasa M. Lyman, Luke Johnson, John Buchanan, John Brown, John Crow, William Rowe, William Parks, Newton Wriston, Stephen H. Goddard, Alex. P. Chessley, Joseph Rooker, and Ezekiel Kellogg. A letter signed by the president and Doctor Richards was addressed to Tunis Rappleyee and John Smith and given into the hands of Amasa M. Lyman, who had charge of the expedition. This letter contained instructions for the ox teams to stop, kill buffaloes, and dry the meat till we should come up, that they might relieve us of some of our wagons or portions of our loads.

"Tuesday, October 5.—This morning before daylight the above-named brethren, most of them being well armed, started off on foot to overtake the ox teams. At 9 o'clock a. m. we continued our journey, traveled 13 miles, and encamped on the river a short distance below Ash Hollow. A buffalo cow and an antelope were killed.

"Wednesday, October 6.—After traveling 7 miles we found a letter in a stick by the side of the road, stating that our boys were here last night after dark. Passing on we forded Wolf Creek, where we found John Buchanan and John Crow. The former had been taken sick and was obliged to stay behind. He stated that the rest of the brethren, traveling on foot, left them here last night at 1 o'clock with the intention of traveling all night. We proceeded $4\frac{1}{2}$ miles further and encamped at 6 o'clock p. m. on the banks of Camp Creek, having traveled during the day $15\frac{1}{4}$ miles.

"Thursday, October 7.—After traveling 2 miles we met three mountaineers on their way from Independence, Mo., to Fort John. One of them was Capt. Joseph Walker, who served as guide to Colonel Fremont through California, and another Mr. Papan, the main proprietor of Fort John. They had seen us from the other side of the river and had come over for the purpose of having an interview with us. Their whole number consisted of eight men, the other five having remained on the south side. From these men we learned that the Mexican war was still going on; that the United States Government was about to establish military forts near Grand Island, at Fort John, and on Green River; that packed steamers now ran regularly between St. Louis and Council Bluffs, and that one had recently left the latter place for the Yellowstone River; that there had been an abundant harvest of wheat and corn in the States the past season, and that we would find plenty of buffaloes for a hundred or more miles as we passed eastward. As Captain Walker intended to go as far west as Weber's Fork, a number of letters were written by several of the brethren and sent with him to the valley.

"To-day we traveled 12 miles and encamped for the night on the banks of the river. Soon after camping, one of the Frenchmen traveling with us came in bringing a letter found in a stick by the side of the road. On being opened it was found to be written by William Clayton and stated that the ox teams had passed here on the 1st of October, and that they intended to continue on until they should arrive at some place where there was plenty of wood, when they would make a short delay to procure an additional quantity of buffalo meat, several of the brethren being short of provisions. From the letter we also learned that the ox teams traveled from 15 to 20 miles a day. If this is the case they must be a hundred miles or more ahead of us. Appended to the letter were a few lines from Amasa M. Lyman, stating his determination to overtake them, if he had to follow them to Winter Quarters.

"Friday, October 8.—We traveled 15 miles and encamped near the river. As we halted for noon a large band of elk made their appearance upon the brow of the hill to our left, and two of the Frenchmen succeeded in killing one of them. Our horses are failing more and more.

"Saturday, October 9.—Traveled $15\frac{3}{4}$ miles, partly over sandy bluffs, and encamped at sunset on the banks of Junction Bluff Fork ($202\frac{1}{4}$ miles east of Fort John).

"Sunday, October 10.—The grass at this point being better than usual, we concluded to remain here the greater part of the day, in order to give our horses a chance to recruit themselves. The Twelve held a prayer meeting. At 2 o'clock p. m. we forded Junction Bluff Fork and traveled 3 miles, when we encamped for the night on the banks of the river. The Frenchmen killed a buffalo.

"Monday, October 11.—It commenced to rain at 5 o'clock this morning and remained cold and misty all day. We traveled $11\frac{3}{4}$ miles and encamped near the junction of the north and south fork of Platte River. Soon after starting this morning we found, near a stream which we forded, a note from Amasa M. Lyman, stating that he and the brethren with him had left this place on Saturday morning last, and that the night before they had gone to the bluffs to procure a supply of meat, that they got along rather slow, not making more than 15 or 20 miles per day, but were all well and in tolerable good spirits. It is our opinion that they are not now more than 30 or 40 miles ahead, and that if the ox teams do not stop, the brethren, weak and faint as they are from living entirely on meat, must give up the chase. Four buffaloes were killed this morning.

"Tuesday, October 12.—Traveled 16 miles, passed Bradys Island and encamped for the night near the margin of a small slough, about a mile from the river.

"Wednesday, October 13.—We traveled 16 miles and encamped for the night near the main Platte, opposite a small island abounding in bushes. Two buffaloes were killed by Thomas Woolsey and John G. Holman. The wolves, to-night, attracted by the smell of the meat in our camp, entertained us with a concert or serenade, consisting of howls, barking and other comic sounds too numerous to mention.

"Thursday, October 14.—We had considerable frost last night, and this morning the weather was, as usual, clear, cold and windy. Traveled 10 miles and encamped opposite a group of islands in the river overgrown with cottonwood trees.

"Friday, October 15.—Traveled 15 miles and encamped on the banks of the river. Thomas Woolsey killed two buffaloes.

"Saturday, October 16.—We traveled 21 miles without making any noon halt and encamped on Buffalo Creek. At this point we found Amasa M. Lyman and his comrades with the exception of two, namely, Stephen H. Goddard and Father Kellogg, who left their companions on Tuesday last, determined to push ahead and overtake the ox teams. This, however, was somewhat contrary to the counsel of Brother Lyman. He himself passed here with the remainder of his men on Wednesday last and went as far as the head of Grand Island, about 12 miles below, but not finding any buffaloes there they were obliged to return to this place on Thursday, in order to get meat; and they have remained here ever since. The brethren all appeared much fatigued with their travel and were glad once more to meet with us. We have now but slight hopes of overtaking the ox teams, and these are grounded upon the possibility of their being stopped by Brothers Goddard and Kellogg.

"Sunday, October 17.—There being but few, if any, buffaloes to be seen below here, and a number of our horses having given out, we concluded to remain in this vicinity a day or two, while we could procure some meat and also recruit the failing strength of our animals. Accordingly, this morning two captains (Luke Johnson and John Brown) were appointed to superintend the hunting expedition to be undertaken to-day in pursuit of buffaloes. Each of these captains chose their men and started out on foot about 9 o'clock a. m. Soon afterwards the camp was moved to the mouth of the creek, about a mile below, where the grass was tolerably good. Soon after our arrival at this place two men who had seen our wagons from the other side of the river came over to see us. One of them, whose name is John Shaw, was the leader of a party of 12 men traveling with four wagons from Independence, Mo., to Fort John. They had met Commodore Stockton's men four days ago, and one of their number had been killed by Indians.

"Monday, October 18.—Thomas Woolsey was sent out this morning to tell the hunters to come in to-night with what game they had killed, that we might proceed on our journey. We started at 1 o'clock a. m. and after traveling 3 miles to our great joy we met a company of 16 horsemen from winter quarters, whose names are as follows: Hosea Stout, George D. Grant, G. J. Potter, William H. Kimball, Jacob Frazier, George W. Langley, W. J. Earl, W. Meeks, W. Martindale, William Huntington, Luman H. Calkins, James W. Cummings, S. S. Thornton, Levi Nickerson, James H. Glines, Chancey Whiting.

"George D. Grant and William Kimball each brought a wagon loaded with grain and provisions for President Young and Heber C. Kimball. They had come from winter quarters in 11 days and were sent from there by council to our assistance. They reported that the ox teams which they had met near the ford of Loupe Fork intended to go on without stopping. With the horsemen came Stephen H. Goddard, Ezekiel Kellogg and Jackson Redding. The latter was with William Clayton when he left the valley. From Brother Stout and his companions we also learned that there had been considerable sickness at winter quarters during our absence, principally among the children. After stopping on the road a short time to talk with the brethren we went on about 7 miles further and encamped about 3.30 o'clock opposite Grand Island, a few miles below its head. Thomas Woolsey came in this evening with the intelligence that he had seen one party of our hunters who had secured nearly enough meat to supply our wagons, but they did not intend to come in to-night. Brother Woolsey also said that he had seen a large body of Indians cross the river about 5 miles distant. Consequently a little after dark Hosea Stout, Wilber Earl, Jackson Redding, Joseph Matthews, William Huntington and William Martindale started out on horseback, for the purpose of getting the hunters to come in.

"Tuesday, October 19.—We remained in camp to-day. Some of the brethren crossed the river to hunt buffaloes; they succeeded in killing one. This evening a little after dark the hunters, who had gone out on Sunday morning last, re-

turned in company with those who had been sent out in pursuit after them; they brought in three wagons loaded with nine buffalo cows in good condition. Hosea Stout and his comrades did not find the hunters till this morning. A little bag containing two gold sovereigns, belonging to Father Kellogg, was found missing; it had disappeared during Brother Kellogg's absence.

"Wednesday, October 20.—The weather was cold and cloudy, with a light misty fall of rain at intervals. Search was instituted for the missing sovereigns, under the direction of Hosea Stout, of the Winter Quarters police, and finally found in John Buchanan's knapsack, he being the author of the theft. We traveled 12 miles and encamped on the banks of the river near Grand Island, where there was plenty of grass, wood, and water.

"Thursday, October 21.—Traveled 15 miles and encamped in the bed of the river (which was dry here) between Grand Island and the main shore.

"Friday, October 22.—Traveled 14 miles, crossed Wood Creek, and encamped for the night at 3 o'clock in the afternoon on Prairie Creek.

"Saturday, October 23.—We were obliged to throw a quantity of grass into Prairie Creek before we could cross it on account of its bed being miry. Traveling over a rolling prairie, we at length reached the Loupe Fork of Platte River and encamped on its banks at 3 o'clock p. m., having come 22 miles to-day. This place is about 4 miles above the ford of the ox team emigrant company and 20 miles above the old ford.

"Sunday, October 24.—Two of our wagons made several attempts to cross the river this morning, which all proved ineffectual on account of the high wind and the quicksand giving way beneath the horses' feet. One or two horsemen, also, while urging their horses across the stream, were thrown from their backs on account of their stumbling and sinking in the sand. It was therefore decided to defer fording the river until to-morrow, and we moved down the stream about 1 mile and encamped in a small grove of cottonwood trees, where we were somewhat sheltered from the cold wind which continued to blow fiercely through the day.

"Monday, October 25.—It snowed considerably last night, and this morning the ground was covered with snow. Some of the brethren spent about two hours searching for a ford, which we finally found. After a few wagons had crossed, the bottom of the stream became quite firm. We were obliged, however, to double teams, and in some cases a number of men were obliged to accompany the wagons, wading in the cold water to assist them through. We finally got over without accident about noon, after which we traveled 10 miles and encamped at 3.30 o'clock upon the site of an old Pawnee village, which had been burned down by the Sioux several years ago. Here we found the grass and other vegetation quite green, affording good feed for our horses. This evening, by council, four men, namely, Amasa M. Lyman, Lyman H. Calkins, Joseph Matthews, and Thomas Woolsey, started for Winter Quarters on horseback to apprise the brethren there that we were close by and to allay the anxiety that they might feel at our prolonged absence from home. John Buchanan and two of the Frenchmen also accompanied them.

"Tuesday, October 26.—After traveling 9 miles this morning we forded a large tributary of the Loupe Fork, and thence descending a hill we passed the old Pawnee village opposite the old fording place, and a little farther on we passed a missionary station, consisting of five or six buildings, that had been erected since we were here before. It was now entirely deserted, the Sioux having paid it a visit about the last of July, when they tore down the fences and pickets inclosing the houses, demolished the doors, knocked in the heads of flour barrels and scattered their contents on the ground, etc. We proceeded a mile past this place and encamped at 2 o'clock p. m. near the old missionary station, having traveled during the day 13 miles. We took our horses into an adjacent corn field, where we also gleaned considerable corn that had been partially gathered. Some of the brethren got quite a quantity to eat and take along for their horses. Near the field there was quite a large patch of oats, which our horses devoured quite greedily.

"Wednesday, October 27.—We traveled 25 miles, crossed Beaver Creek and Looking Glass Creek, and encamped at sunset on the banks of a slough below Sarpee's trading post, near the place where we were visited by the Pawnees on our way out.

"Thursday, October 28.—The day was cold and windy. We traveled 20 miles and encamped on Shell Creek.

"Friday, October 29.—We traveled about 25 miles over a burned prairie and encamped near the Platte River at 5 o'clock p. m., near the point where a 'liberty pole' had been raised by Parley P. Pratt and John Taylor on their way out.

"Saturday, October 30.—Traveled 12 miles and came to the Elkhorn River, which we forded some distance above our old ford, and after proceeding a mile down the stream we encamped at 2 o'clock p. m. on its banks in a large grove of cottonwood. Immediately after we were encamped the brethren were called together in the center of the ring, when President Young asked those who wished to go ahead to winter quarters to-night to rise to their feet. None arose. It was then decided by vote that the whole camp, horsemen and all, should all remain in a body and go into town together. President Young and Heber C. Kimball expressed their satisfaction with the conduct of the pioneers during their travels and blessed them in the name of the Lord."

At sunset about 20 wagons arrived from winter quarters to meet the pioneers, with Bishop N. K. Whitney, John S. Fullmer, William Kay, and many others, bringing food for the men and grain for their animals. The meeting with these brethren and feasting with them in the evening made the hearts of the weary pioneers rejoice exceedingly, and much of the night was spent in interesting conversations.

Sunday, October 31.—The pioneers and their friends ate an early breakfast and organized for going to winter quarters. The company that came out to meet their brethren went in front and the pioneer company followed. They had a hard day's drive, as the horses of the pioneers were nearly worn out. When the company arrived at a point about a mile from winter quarters the wagons of the twelve were taken to the front and the brethren called together, when President Young remarked:

"Brethren, I will say to the pioneers I wish you would receive my thanks for your kindness and willingness to obey orders. I am satisfied with you; you have done well. We have accomplished more than we expected. The 143 men who started, some of them sick, are all well. Not a man has died; and we have not lost a horse, mule, or ox except through carelessness. The blessings of the Lord have been with us. If the brethren are satisfied with me and the twelve, please signify it with uplifted hands. (All hands were raised.) I feel to bless you in the name of the Lord God of Israel. You are dismissed to go to your homes."

The company then drove into the town of winter quarters in order, arriving there about an hour before sunset. The streets were crowded with people who had come out to shake hands with the pioneers as they passed through the lines, and the weary travelers truly rejoiced to once more behold their wives, children, and friends after an absence of over six months, in which time they had traveled over 2,000 miles, sought out a location where the saints could dwell in peace, and accomplished one of the most interesting and important missions of this dispensation..

* * * * *

The Mormon emigration which followed the pioneers to the mountains in 1847 consisted of upwards of 2,000 souls, with 566 wagons, organized into companies of tens, fifties, and hundreds, with a captain over each, and the whole presided over by a president and two counselors, a marshal, etc. John Young was called to preside, having been nominated by the twelve before their departure for the valley.

The wagons that made up these companies began to gather on the west side of the Elkhorn River about the 12th of June, 1847. On the 15th, about 300 wagons having collected, a meeting was called around a liberty pole erected to designate a place for public gathering. Orson Spencer's hundred was the first organized; it moved off the grounds on the 18th of June. On the 19th Capt. Jedediah M. Grant's hundred traveled 15 miles and encamped in sight of Captain Spencer's. The other companies followed soon afterwards, and about the 1st of July the emigration was fairly under way, traveling westward in good order. The wagons were generally drawn by oxen, of which there were from four to eight to a wagon. Most of the wagons were fitted up in a commodious manner for traveling, which made the emigrants more comfortable than could be anticipated on so long and tedious a journey. They traveled in companies of 100 wagons, when circumstances made it practicable, but when scarcity of grass or bad roads made it inconvenient for so large companies to travel together they divided in fifties and sometimes into tens. As they moved forward, one division after another, they passed and repassed each other frequently, but at night kept as nearly compact as circumstances would admit, especially when in danger of Indians.

They traveled generally at the rate of from 10 to 15 miles per day, and their cattle fed solely upon the grass which the country produced. Occasionally when dangers from Indians were apprehended, they traveled two, sometimes four, and sometimes six wagons abreast.

Good health generally prevailed in the camps, and only six or seven deaths occurred among the emigrants during the journey. Two or three of these were infants, and the remainder were mostly, if not all, seriously indisposed before they started. Among the latter was Sister Grant, wife of Capt. Jedediah M. Grant, a woman of delicate constitution and not sufficient for the hardships of the journey. Her death occurred so near the valley, that by forced drives, night and day, her remains were brought through for interment. Her babe of 8 or 10 months, who died about two weeks before the mother, was buried on the desert. Sister Ewing was also among those who died. Nursing the sick in tents and wagons was indeed a laborious and trying service and the burial of the dead by the wayside a sad duty to perform. But the journey was by no means without its pleasant hours. "Many were the moon and starlight evenings," writes Sister Eliza R. Snow (who was traveling in Joseph B. Noble's fifty of Jedediah M. Grant's hundred), "when, as we circled around the blazing fire, and sang our hymns of devotion, and songs of praise to Him who knows the secrets of all hearts, the sound of our united voices reverberated from hill to hill, and echoing through the silent expanse, seemed to fill the vast concave above, while the glory of God seemed to rest on all around."

East of Fort Laramie many of the Sioux Nation mixed with the traveling camps, on their way to the fort, where a national council was in session. On the morning of July 14 the camps received their first lesson in stampedes on the plains. "Some one was carelessly shaking a big buffalo robe at the back of a wagon from which some of the cattle in the corral took fright and started on the run; those frightened others; they commenced bellowing; and all in a huddle, ran for the gateway of the enclosure, which being altogether too narrow for the egress of the rushing multitude that thronged into the passage, they piled one on top of another until the top ones were above the tops of the adjacent wagons, moving them from their stations while the inmates at this early hour, being so suddenly and unceremoniously aroused from their morning sleep, and not knowing the cause of this terrible uproar and confusion, were some of them almost paralyzed with fear. At length those that could broke from the enclosure, the bellowing subsided and quiet was restored; but the sad effect of the fright caused much suffering to some whose nerves were not sufficient for the trying scene. In the encounter two wagon wheels were crushed, Captain K's. only cow was killed, and several oxen had horns knocked off."

On the 25th of July, Phineas H. Young and nine of the pioneers¹ met the companies. The news brought by these men of the successful journey of the pioneers as far as Green River, and the certainty that they had already reached the valleys of the Rocky Mountains, gave great comfort and assurance to the emigrating saints. A meeting was called and two letters—one from President Young and one from Willard Richards—brought by the guides, were read.

Next day (July 26) many Indians passed the companies with tents and baggage fastened to mules and horses.

On the morning of August 4 the people were cheered by the arrival of 14 "Mormon" soldiers of the battalion who were an escort to General Kearney on his way to Fort Leavenworth. There they expected to be discharged. They were husbands and sons of women in the companies and to them more especially it was a joyful meeting.

By the 9th of August the companies were fairly in the Black Hills, and on the 12th Mrs. Mary Noble gave birth to a daughter in her wagon. On the 19th a Sister Love was run over by a wagon loaded with 1,600 pounds. She was administered to and was around again in a day or two.

In the latter part of August the companies passed Independence Rock on Sweetwater, where the road passes through alkali lands. As this was the first experience of the emigration passing through this district, so fatal to cattle, the losses were heavy.

The carcasses of the animals were numerous along the wayside. The second fifty of Jedediah M. Grant's hundred was almost disabled.

These misfortunes developed the communistic character of the saints. On the 1st of September a meeting was called to take into consideration the best

¹ Five of these pioneers had left the pioneer camp on Green River on the previous 4th of July to go back and meet the advancing companies of saints and assist them as guides through the Black Hills. At the old Platte ferry they were joined by five more of the pioneers. They had expected to meet the companies near the Black Hills, but instead found them less than 400 miles west of winter quarters, opposite Ash Hollow. This unexpected long distance to travel, with the increase in number at the ferry, nearly caused starvation of the whole camp of guides. They had plenty of food until they reached Fort Laramie, but from there until they met the companies they were almost destitute and suffered greatly. For five days and nights they had but two prairie dogs and a skunk to divide among 10 men. They found no game the armies of buffaloes met by the pioneers going west having been driven off into the hills by the Indians,

means of modifying the difficulties of the situation, and an effort was made to equalize the strength of the companies. "It was finally motioned that the captains be authorized to act for the companies and yoke whatever in their judgment was proper to be put to service, cows, heifers, calves," etc. Some thought this motion oppressive, but it was carried by a majority.

The following is from the pen of Sister Eliza R. Snow:

"September 2 (1847): Last evening we had the pleasure of hearing from the valley and of tasting salt from the Great Salt Lake by a small party of soldiers and pioneers with three wagons, and on the 3d met a larger party with perhaps 18 wagons. On the 4th of September J. C. Little, a returning pioneer, took tea with us with mutual satisfaction.

"On the 8th of September, as we were starting, Harvey Pierce and others came up and informed us that the pioneers were only 18 miles distant, and would soon be with us. It was decided to go 2 miles farther to a good camping place. The road went over a slough, the bridge over which was so much out of repair that it was thought impossible for wagons to cross, and a halt was called to repair the crossing. The slough was at the foot of a long gentle slope, and the teams, two and three abreast, were standing from the top nearly down to the place where the men were commencing to fix the bridge. At this time, when many of the teamsters were lounging at ease, two of our young men, riding at full speed with blankets flying and whips in hand, rode up, and in passing the teams in the rear, so frightened them that they started down the hill, and as they went they started others until almost in a moment nearly all were in motion, increasing their rapidity until the scene was fearfully alarming. Many of them crossed the slough in different directions, and where the best of teamsters would not dare to drive, not one team crossing on the bridge. Many lives were exposed, but through the great blessing of our Heavenly Father no one was much hurt.

"The writer of this sketch happened to be sitting on the back seat of a two-seated carriage, holding a pair of high-strung horses with all the strength I could exert. I prayed with all the fervency of my spirit. I knew full well that if they once started nothing could stop them. Sister Pierce and her daughter, with whom I was traveling, after making ineffectual efforts to stop one of their teams, came to the horses I was holding and took them by the bits. So frightened were they, that although they made no attempt to move, their flesh shook with a tremor from head to foot. My arms were lame for several days. We arrived at our encampment and spent the day with the pioneers. President Young, Heber C. Kimball and Amasa M. Lyman took supper with us."

"The people in Captain Grant's company and the pioneers were so delighted with meeting each other, and there was such a sense of security, that the stock were left unguarded. As a result between 40 and 50 horses were stolen by Indians. At the meeting held in the evening of August 9, the following pioneer song, composed by Sister Eliza R. Snow, was sung:

HAIL TO THE TWELVE AND PIONEERS

Air: "Yes, my native land, I love thee"

Hail ye mighty men of Israel,
Who the hiding place have found;
The eternal God has blest you,
You have stood on holy ground.

CHORUS

Praise the Lord, we're glad to meet you,
Welcome, welcome, on the way;
Yes, O yes, with songs we greet you,
Pioneers of Latter Day.

A choice land of old appointed
For the house of Israel's rest;
You have found and consecrated,
Through your blessing 'twill be blest.

Holy, free and unpolluted,
Will that land for us remain;
While the sacred laws of justice
Will the Saints of God maintain.

Go, return to Winter Quarters;
 Go in peace and safety too;
 There the purest hearts are beating,
 Warm with hopes of seeing you.

We will onward to the valley,
 Speed your way, make haste and come,
 That 'ere long with joy and gladness
 We may bid you welcome home.

"On the 10th the pioneers and Captain Grant's company parted, each going their way with pleasant reminiscences of the interview. President Young had advised the leaders of the companies to keep together until they arrived at Green River. From there they might be permitted to break up into tens, as in this shape they could travel better through the gorges and defiles of the mountains. On the 14th of September Captain Grant's company was given leave to break up, which was done. The other companies did likewise, and in this order the emigrants began to arrive in the valley of the Great Salt Lake about the middle of September. Part of John Taylor's company arrived on the 5th of October, and a few days later the companies had all safely entered the valley."

Since the foregoing was written we have perused a daily journal kept for Capt. George B. Wallace, who led the first 50 of Abraham O. Smoot's 100 of the emigration of 1847, and from that and Elder Wallace himself gleaned a few additional facts in regard to the organization of the different companies, etc. The whole emigration traveled under the direction of John Young and other general officers duly appointed who took advice and counsel from Apostles Parley P. Pratt and John Taylor, the only two members of the quorum of the twelve who traveled with the emigration. Under the direction of the general officers there were four captains of hundreds, namely, (1) Daniel Spencer, under whom Ira Eldredge and Perregrine Sessions acted as captains of fifties; (2) Edward Hunter, with whom Jacob Foutz and Joseph Horne were associated as captains of fifties; (3) Jedediah M. Grant, with Joseph B. Noble and Willard Snow as captains of fifties; and (4) Abraham O. Smoot, under whose direction George B. Wallace and Samuel Russell acted as captains of fifties. The ninth company, under the direction of Capt. Charles C. Rich, was somewhat independent in its organization, and was generally known as the artillery company, as it carried several pieces of artillery with it. It was not attached to either of the four organizations of hundreds, but was rather recognized as a separate or fifth hundred. Apostle Pratt generally traveled with Daniel Spencer's hundred which occasionally, though erroneously, is alluded to by some writers as Pratt's hundred. John Taylor traveled with Edward Hunter's hundred.

Captain Wallace's 50, which may serve as a sample of all the other similar organizations, was divided into five companies of tens, and contained a total of 200 souls with 84 wagons, 493 oxen and cows, and 14 horses. Divided into the five subdivisions, the proportions was as follows:

First 10: James Smithies, captain; 29 souls, 12 wagons, and 84 oxen and cows.

Second 10: Samuel Rolfe, captain; 42 souls, 18 wagons, and 85 oxen and cows.

Third 10: Joseph Mount, captain; 34 souls, 14 wagons, 66 oxen and cows.

Fourth 10: John Nebeker, captain; 60 souls, 20 wagons, 137 oxen and cows.

Fifth 10: Samuel Turnbow, captain; 35 souls, 20 wagons, 121 oxen and cows.

Captain Wallace's 50 was organized on the bank of Elkhorn River, Friday, June 18, 1847, and on that day moved a mile westward and camped on the prairie. The next day (June 19) the company reached the Platte River. On the 20th news reached the camp that Jacob Weatherbee and Alfred Lambson, who on the 19th had started from the Elkhorn to go to winter quarters on business, were attacked by three Omaha Indians, and that during the fracas which ensued Jacob was shot and mortally wounded. The Indians then fled and Jacob, by the assistance of Brother Lambson, traveled about half a mile, when they met Bishop Whitney, who took the wounded man in his wagon back to the Elkhorn to Jedediah M. Grant's hundred, where he died on the morning of the 20th after severe sufferings. This was the first death in Captain Wallace's 50. On Tuesday, June 22, all the companies of the camps of Israel moved westward from their encampment on the Platte River, and until the Black Hills was reached they traveled in close proximity to each other; at night the two fifties belonging to the same hundred generally camped together.

On the 25th of June the first birth occurred in Captain Wallace's company, a daughter, subsequently named Margaret Ann, being born to Samuel and Lydia Turnbow while in camp at the mouth of Loupe Fork. On the 5th of July Nancy

Smithies, wife of James Smithies, also gave birth to a daughter, named Sarah Ellen, at a point 200 miles from winter quarters. July 30 the company reached the latitude of Chimney Rock, and the next day met Brother Davenport, a pioneer who traveled east with a company of horsemen. On the 3d of August they met Brother N. V. Jones and others of the Mormon battalion, going back with the officers of the battalion to Fort Leavenworth. On the 5th the company arrived near Fort Laramie, where a halt was made for a few days for the purpose of repairing wagons and resting the animals. The journey was resumed on the 10th. On the 15th the company met Eric Glines, the first one from the basin, who reported that a city had been laid out and that the colonists in the valley were doing well.

The next day (August 16) they met Ezra T. Benson, Orrin P. Rockwell, and another man, as messengers from the pioneers in the valley, and the following day a most interesting meeting was held. It was attended by several of the companions, and Elder Benson gave a fine description of the valley. On the 20th Elders Benson and Rockwell started ahead of the companies for the valley. On the 27th, having reached the Sweetwater near Independence Rock, the teams in the company were equalized to the different wagons, some of the cattle having become weak and a number died. On the 30th the first company of returning pioneers were met, and the following day others. On the 2d of September the company met John Pack, Jesse C. Little, and other brethren from the valley. On the 5th they crossed the Continental Divide and camped on the Pacific Springs, where they met President Young and the pioneers returning with him. An interesting meeting was held in the evening. On the 14th Fort Bridger was reached and on the 17th Bear River. On the 25th the advance teams of the company arrived in the valley, and on the 26th they joined the pioneer brethren on the site of the city. The last of Captain Wallace's 50 arrived in the valley on the 29th. This company crossed the plains and mountains in as good a shape and with less loss than any of the other companies. It also extended help to some of the companies that had lost so many of their cattle from Indian depredations, poisoning, and other causes.

Immediately after the arrival of the pioneers in the valley a conference was held, and a State of Zion organized with John Smith as president and Charles C. Rich and John Young as counselors. A high council was also organized and preparations made to spend the first winter in the Great Basin as comfortably as possible. About 2,000 souls spent the winter of 1847-48 in the valley.

Following is a table of distances from winter quarters to Salt Lake Valley, as prepared by William Clayton. On the return trip, however, the distance was found to be 22 miles shorter, or 1,032 miles, instead of 1,054 as given in the table:

	Distance between	Total distance		Distance between	Total distance
Winter quarters:			Winter quarters—Continued.		
Papea.....	18	18	Crooked Creek.....	7	380
Elkhorn.....	17	35	Ash Hollow meridian....	21	401
Shell Creek.....	47	82	Crab Creek.....	29	430
Indian Village.....	27	109	Chimney Rock meridian..	43	473
Looking Glass Creek.....	10	119	Seotch Bluffs meridian...	20	493
Beaver Creek.....	8	127	Rawhide Creek.....	38	531
Plumb Creek.....	7	135	Fort Laramie Ferry.....	12	543
Loupe Fork.....	4	138	Horse Creek.....	43	586
Gravel Creek.....	17	155	La Bonte Creek.....	16	602
Prairie Creek.....	16	171	Upper Platte Ferry.....	66	668
Platte River.....	7	178	Independence Rock.....	50	718
Wood River.....	13	191	Sweetwater Ford.....	1	719
Head of Grand Island....	48	239	Devils Gate.....	5	724
Elm Creek.....	4	243	South Pass.....	94	818
Buffalo Creek.....	6	249	Green River.....	63	881
Skunk Creek.....	53	302	Fort Bridger.....	46	927
Wide Creek.....	23	325	Bear River Ford.....	46	973
North Bluff Fork.....	16	341	Weber River.....	26	999
Rattlesnake Creek.....	32	373	Great Salt Lake City.....	55	1,054

BIOGRAPHICAL NOTES

The following is a complete list of the pioneers of 1847, alphabetically arranged. It gives place and time of birth and death of most of the members, and also the present whereabouts of surviving pioneers. These data have cost considerable travel, writing, and searching of historical documents; and had all those to whom letters of inquiry have been written responded promptly, the information would have been still more complete. The biographical sketches furnished by several of the brethren is reserved for future use.

Adams, Barnabas L., was born near Pearth, upper Canada, August 28, 1812; died near Salt Lake City, Utah, June 2, 1869.

Allen, Rufus, died in Ogden, Utah, in the winter of 1888-89.

Angell, Truman O., a son of James and Phoebe Angell, was born at Providence R. I., June 5, 1810; died in Salt Lake City, Utah, October 16, 1887. He acted for many years as church architect.

Atwood, Millen, was born in Waterford, Caledonia County, Vt., May 24, 1817, and has acted as bishop of the thirteenth ward, Salt Lake City, since 1881. (See sketch in Biographical Encyclopædia, p. 6.)

Badger, Rodney, was born in Waterford, Caledonia County, Vt., February 4, 1823, and accidentally drowned in the Weber River, Utah, April 29, 1853. (See Book I, p. 48.)

Barney, Lewis, was born in Niagara County, N. Y., September 8, 1808; resides temporarily at Elsinore, Sevier County, Utah.

Barnum, Charles D., was born near Brockville, county of Leeds, Canada, May 9, 1800; is still alive and resides in the fifteenth ward, Salt Lake City. (See sketch in Biographical Encyclopædia, p. 7.)

Benson, Ezra Taft, was born in Mendon, Worcester County, Mass., February 22, 1811; died in Ogden, Utah ——— 3, 1869. (See sketch in Book I, p. 132.)

Billings, George Pierce, was born in Kirtland, Ohio, July 25, 1827; is still alive and resides in Manti, Sanpete County, Utah.

Boggs, Francis, was born in Belmont County, Ohio, May 17, 1807; died in Washington, Washington County, Utah, January 22, 1889.

Brown, George Washington, was born in Newbury, Cuyahoga County, Ohio, January 25, 1827; is still alive and resides at Charleston, Wasatch County, Utah.

Brown, John, was born in Sumner County, Tenn., October 23, 1820; is still alive and acts as bishop of Pleasant Grove, first ward, Utah County, Utah. (See sketch in Book I, p. 115.)

Brown, Nathaniel Thomas, was shot at Council Bluffs, Iowa, in February, 1848, just as he was preparing to migrate to the valley.

Bullock, Thomas, the secretary of the pioneer camp, was born in Leek, Staffordshire, England, December 23, 1816; died in Coalville, Summit County, Utah, February 10, 1885.

Burk, Charles Allen, was born in Kirtland, Ohio, September 2, 1823; died at Minersville, Beaver County, Utah, February 26, 1888.

Burnham, Jacob D., died in California in 1850.

Byard, Robert, died in Ogden, Utah, in 1876.

Carrington, Albert, was born in Royalton, Windsor County, Vt., January 8, 1813; died in Salt Lake City, Utah, September 19, 1889. (See sketch in Book I, p. 243.)

Carter, William, is still alive and resides in St. George, Utah.

Case, James, died in Sanpete County in 1858.

Chamberlain, Solomon, died in Washington County, Utah, March 26, 1862.

Chessley, Alexander P., lived in San Juan Valley, Calif., when last heard from.

Clayton, William, was born in England July 17, 1814; died in Salt Lake City, Utah, December 4, 1879.

Cloward, Thomas P., was born in Chester County, Pa., December 10, 1823; is still alive and resides at Payson, Utah County, Utah.

Coltrin, Zebedee, died at Spanish Fork, Utah County, Utah, July 1, 1887.

Craigh, James, the bugler of the pioneer camp, died at Santa Clara, Washington County, Utah, in 1866.

Crosby, Oscar, a colored man, died in Los Angeles, Calif., in 1870.

Curtis, Lyman, was born in New Salem, Franklin County, Mass., January 21, 1812; is still alive and resides in Salem, Utah County, Utah.

Cushing, Hosea, died in Salt Lake City before 1864.

Davenport, James, a son of Squire Davenport and Susannah Kitridge, was born at Danville, Caledonia County, Vt., May 1, 1802; died in Richmond, Cache County, Utah, about 1885.

Decker, Isaac Perry, one of the children of the pioneer camp, is a son of Isaac Decker and Harriet Page Wheeler (afterwards the wife of Lorenzo D. Young). He was born in Winchester, Scott County, Ill., August 7, 1840, and resides in the sixteenth ward, Salt Lake City.

Dewey, Benjamin Franklin, was born in Westfield, Hampden County, Mass., May 5, 1829; is still alive, but has no permanent home nor family and is not now a member of the church. His temporary home is in Salt Lake City, Utah.

Dixon, John, was killed by Indians near Parley's Park, Summit County, Utah, August 17, 1853.

Driggs, Starling Graves, was born in Pennsylvania February 12, 1822, and died in Parowan, Iron County, Utah, December 3, 1860.

Dykes, William, died in Nebraska November 24, 1879.

Earl, Sylvester H., died in St. George, Utah, about 20 years ago.

Eastman, Ozro, a non-Mormon, lives in Eagle Rock, Bingham County, Idaho.

Egan, Howard, was born in Montreal, Canada, in 1815, and died in Salt Lake City, Utah, March 16, 1878.

Egbert, Joseph, was born in Sullivan County, Ind., March 10, 1818; is still alive and resides in Kaysville, Davis County, Utah.

Eldredge, John S., died in Charleston, Wasatch County, Utah, in 1874.

Ellsworth, Edmund, a son of Jonathan Ellsworth and Sarah Gulley, was born in Paris, Oneida County, N. Y., July 1, 1819; is still alive and resides at Mesa, Apache County, Ariz.

Empey, William A., was born in Osnabrook Township, county of Stormont, Canada, July 4, 1808, and died in St. George, Utah, August 19, 1890.

Ensign, Datus, died in Ogden, Utah, about the year 1870.

Everett, Addison, was born in Wallkill, Orange County, N. Y., October 10, 1805, and died in St. George, Utah, January 12, 1885.

Fairbanks, Nathaniel, was accidentally drowned in California in 1854.

Farr, Aaron F., was born at Waterford, Caledonia County, Vt., October 31, 1818; is still alive and resides in Ogden, Utah.

Fitzgerald, Perry, was born November 21, 1814, and died at Draper, Salt Lake County, Utah, October 4, 1889.

Flake, Green, a colored man, was born in the State of Mississippi; is still alive and is supposed to reside at Union, Salt Lake County, Utah.

Fowler, John S., went to California in 1848, and subsequently died there.

Freeman, John M., died of cholera in Carson Valley, Nev., in 1850.

Frost, Burr, was born at Waterbury, Conn., March 4, 1816, and died in Salt Lake City, Utah, March 16, 1878.

Frink, Horace Monroe, lived in San Bernardino, Calif., when last heard from.

Fox, Samuel Bradford, a son of David W. Fox and Caroline List, was born at Adams, Jefferson County, N. Y., December 4, 1829; resided in Oregon when last heard from.

Gibbons, Andrew S., died at Moan Coppy, Ariz., several years ago.

Gleason, John Streater, was born in Livonia, Livingston County, N. Y., January 13, 1819; is still alive and resides at Pleasant Grove, Utah County, Utah.

Glines, Eric, resided in St. George, Utah, when last heard from.

Goddard, Stephen H., lived in Davis County, Utah, when last heard from.

Grant, David, was born at Arbroath, Forfarshire, Scotland, July 21, 1816; died of chronic diarrhea in Mill Creek, Salt Lake County, Utah, December 22, 1868.

Grant, George R., lived in Virginia City, Nev., when last heard from.

Greene, John Young, a son of John P. and Rhoda S. Greene, was born in the State of New York, September 2, 1826, and died in Salt Lake City, Utah, May 24, 1880.

Grover, Thomas, was born at Whitehall, Washington County, N. Y., July 22, 1807, and died in Farmington, Davis County, Utah, February 20, 1886.

Hancock, Joseph, one of the principal hunters of the pioneer camp, was born in Springfield, Mass., March 17, 1800; is still alive and resides at Payson, Utah County, Utah.

Hanks, Sidney Alvarus, froze to death in Parleys Park, Summit County, Utah, in April, 1870.

Hansen, Hans C., was born in Copenhagen, Denmark, November 23, 1806, is still alive and resides in Salina, Sevier County, Utah.

Harmon, Appleton M., died at Holden, Millard County, Utah, before May, 1877.

Harper, Charles Alfred, was born at Upper Providence, Montgomery County, Pa., January 27, 1816; is still alive and resides at Big Cottonwood, Salt Lake County, Utah.

Henrie, William, died in Bountiful, Davis County, Utah, several years ago.

Howd, Simeon, died in Beaver County, Utah, in 1862.

Higbee, John S., died in Toquerville, Washington County, Utah, November 1, 1877.

Holman, John Greenleaf, was born at Byron Centre, Genessee County, N. Y., October 18, 1828; died at Rexburg, Bingham County, Idaho, November 5, 1888.

Ivory, Matthew, was killed at Beaver, Utah, in the beginning of 1885.

Jacob, Norton, was born in Massachusetts, August 11, 1804, and died at Glenwood, Sevier County, Utah, January 30, 1879.

Jackman, Levi, was born in Verksire, Orange County, Vt., July 28, 1797, and died in Salem, Utah County, Utah, July 23, 1876.

Johnson, Artemus, died in Utah many years ago.

Johnson, Luke S., was born in Pomfret, Windsor County, Vt., November, 1807; died in Salt Lake City, Utah, December 9, 1861. (See sketch in Book I, p. 42.)

Johnson, Philo, was born in Newton, Fairfield County, Conn., December 6, 1815; is still alive and resides in Payson, Utah.

Kelsey, Stephen, was born at Montville, Geauga County, Ohio, in 1829; is still alive and resides in Paris, Bear Lake County, Idaho.

Kendall, Levi N., a son of Levi Kendall and Lorena Lyman, was born in Lockport, Niagara County, N. Y.; is still alive and resides at Springville, Utah County, Utah.

Klineman, Conrad, resides in the Almo Ward, Maricopa County, Ariz.

Kimball, Ellen Sanders, one of the three women who accompanied the pioneers, was the wife of Heber C. Kimball, born in Telemarken, Norway, in 1824; died in Salt Lake City, Utah, November 22, 1871.

Kimball, Heber C., was born at Sheldon, Franklin County, Vt., June 14, 1801, and died in Salt Lake City, Utah, November 22, 1868.

King, William A., died in Boston, Mass., in 1862.

Lay, Hark, colored, lives in Union, Salt Lake County, Utah.

Lewis, Tarleton, is still alive and resides in Richfield, Sevier County, Utah.

Little, Jesse Carter, was born at Belmont, Waldo County, Me., September 26, 1815; is still alive and resides at Littleton, Morgan County, Utah.

Losee, Franklin G., resided in Lehi, Utah County, Utah, years ago.

Loveland, Chancey, died in Bountiful, Davis County, Utah, August 16, 1876.

Lyman, Amasa M., was born in Lyman Township, Grafton County, N. H., March 30, 1813; died in Fillmore, Millard County, Utah, February 4, 1877 (See Book I, p. 121.)

Marble, Samuel H., is unknown.

Markham, Stephen, was born at Hartward, Ontario County, N. Y., February 9, 1800; died in Spanish Fork, Utah County, Utah, March 17, 1878.

Matthews, Joseph, died in Arizona a few years ago.

Mills, George, died in Salt Lake City August 29, 1854.

Murray, Carlos, was killed by Indians on the Humboldt River in 1855.

Newman, Elijah, died at Manti, Sanpete County, Utah, in 1873.

Norton, John W., is supposed to reside at Panguitch, Garfield County, Utah.

Owen, Seeley, died in Arizona several years ago.

Pack, John, was born in St. John, New Brunswick, May 20, 1809; died in Salt Lake City, Utah, April 4, 1885. (See Bio. Ency., p. 70.)

Pierce, Eli Harvey, died in Brigham City, Box Elder County, Utah, about the year 1858.

Pomeroy, Francis M., a son of Martin Pomeroy and Sybil Hunt, was born at Somers, Tolland County, Conn., February 22, 1822; died in Mesa, Maricopa County, Ariz., October 29, 1882.

Powell, David, lived in the State of Mississippi when last heard from.

Pratt, Orson, was born at Hartford, Washington County, N. Y., September 19, 1811; died in Salt Lake City, Utah, October 3, 1881. (See Book I, p. 49.)

Redden, R. Jackson, was born in Portage County, Ohio, September 20, 1816, is still alive and lives in Hoytsville, Summit County, Utah.

Richards, Willard, was born in Hopkinton, Middlesex County, Mass., June 24, 1804; died in Salt Lake City, Utah, March 11, 1854. (See Book I, p. 104.)

Rappleyee, Tunis, died at Kanosh, Millard County, Utah, about four years ago.

Rockwell, Orrin P., was born in the State of New York, June 25, 1813; died in Salt Lake City, Utah, June 9, 1878.

Rockwood, Albert P., was born in Holliston, Middlesex County, Mass., June 5, 1805; died in the sugar house ward, Salt Lake County, Utah, November 26, 1879.

Rolfe, Benjamin Williams, was born in Rumford, Oxford County, Me., October 7, 1822, is still alive and resides in the sixteenth ward, Salt Lake City.

Rooker, Joseph, went to California, where he was last heard from in 1857.

Roundy, Shadrach, was born in Windham County, Vt., January 1, 1789; died in Salt Lake City, Utah, July 4, 1872. (See Biographical Encyclopædia, p. 80.)

Scholes, George, died in Lehi, Utah County, Utah, before 1873.

Scofield, Joseph S., died at Bellvue, Washington County, Utah, March 8, 1875.

Sherwood, Henry G., died in San Bernardino, Calif., before 1862.

Shumway, Andrew Purley, a son of Charles Shumway and Julia Ann Hooker, was born at Millbury, Worcester County, Mass., February 20, 1833; is still alive and resides at Franklin, Oneida County, Idaho.

Shumway, Charles, was born in Oxford, Worcester County, Vt., August 1, 1806; is still alive and resides in Johnson, Kane County, Utah.

Smith, George A., was born in Potsdam, St. Lawrence County, N. Y., June 26, 1817; died in Salt Lake City, Utah, September 1, 1875. (See Book I, p. 98.)

Smoot, William C. A., was born in Roane County, Tenn., January 30, 1828; is still alive and resides in the sugar house ward, Salt Lake County, Utah.

Snow, Erastus, was born at St. Johnsbury, Caledonia County, Vt., November 9, 1818; died in Salt Lake City, Utah, May 27, 1888.

Stevens, Roswell, died at Bluff City, San Juan County, Utah, May 4, 1880.

Stewart, Benjamin Franklin, was killed by lightning at Benjamin, Utah County, Utah, June 22, 1885.

Stewart, James W., resides in Morgan County, Utah.

Stringham, Briant, was born at Windsor, Broome County, N. Y., March 28, 1825; died in Salt Lake City, Utah, August 4, 1871.

Summe, Gilbroid, is unknown.

Taft, Seth, was born at Mendon, Worcester County, Mass., August 11, 1796; died in Salt Lake City, November 23, 1863.

Tanner, Thomas, died in Salt Lake City, Utah, August 2, 1855.

Taylor, Norman, lived in southern Utah until quite recently.

Thomas, Robert T., lives in Provo, Utah.

Thornton, Horace, was born at Hinsdale, Cattaraugus County, N. Y., May 7, 1822; is still alive and resides at Glenwood, Sevier County, Utah.

Thorpe, Marcus B., was murdered for his money in California, January 19, 1849.

Tippits, John Harvey, was born at Wittingham, Rockingham County, N. H., September 5, 1810; died at Farmington, Davis County, Utah, February 14, 1890.

Vance, William P., resides in southern Utah.

Walker, Henson, was born in Manchester, Ontario County, N. Y., March 13, 1820; is still alive and resides in Pleasant Grove, Utah County, Utah.

Wardle, George, is still alive and resides in Ashley, Uintah County, Utah.

Wardsworth, William Shin, was born at Woodstown, Salem County, N. J., March 5, 1810; died in Springville, Utah County, Utah, January 18, 1888.

Weiler, Jacob, was born near Churchtown, Lancaster County, Pa., March 14, 1808; is still alive and acts as bishop of the third ward, Salt Lake City, Utah.

Wheeler, John, is unknown.

Whitney, Horace Kimball, a son of Newel K. and Elizabeth Ann Whitney, was born in Kirtland, Geauga County, Ohio, July 25, 1823; died in Salt Lake City, Utah, November 22, 1884.

Whitney, Orson K., a son of Newel K. and Elizabeth Ann Whitney, was born in Kirtland, Geauga County, Ohio, January 30, 1830; died in Salt Lake City, Utah, July 31, 1884.

Whipple, Edson, a son of John Whipple and Basmath Hutchins, was born at Dummerston, Windham County, Vt., February 5, 1805; is still alive and resides at Colonia Juarez, Chihuahua, Mexico.

Williams, Almon S., is unknown.

Woodruff, Wilford, was born in Farmington, Hartford County, Conn., March 1, 1807, is still alive and presides over the church. (See Book I, page 93.)

Woodward, George, was born in Monmouth County, N. J., September 9, 1817, is still alive and resides in St. George, Utah.

Woolsey, Thomas, resided in Sanpete County, Utah, when last heard from.

Young, Brigham, was born in Whitingham, Windham County, Vt., June 1, 1801; died in Salt Lake City, August 29, 1877. (See Book I, p. 24.)

Young, Clarrissa Decker, one of the three women who accompanied the pioneers, was a daughter of Isaac Decker and Harriet Page Wheeler, and a wife of President Brigham Young. She was born in Freedom, Cattaraugus County, N. Y., July 22, 1828, and died in Salt Lake City, Utah, January 5, 1889.

Young, Harriet Page Wheeler, another of the three women who accompanied the pioneers, was a daughter of Oliver Wheeler and Hannah Ashley and a wife of Lorenzo D. Young. She was born at Hillsboro, N. H., Sept. 7, 1803; died in Salt Lake City, Utah, December 22, 1871.

Young, Lorenzo Dow, a brother of President Brigham Young, was born in Smyrna, Chenango County, N. Y., October 19, 1807, is still alive and resides in Salt Lake City, Utah.

Young, Lorenzo Zobriski, one of the two children who accompanied the pioneers, is a son of Lorenzo D. Young and Harriet Page Wheeler, and was

born in Winchester, Morgan County, Ill., March 9, 1841. He now resides in Huntington, Emery County, Utah.

Young, Phinehas H., a brother of President Brigham Young, was born at Hopkinton, Middlesex County, Mass., February 16, 1799; died in Salt Lake City, Utah, October 10, 1879.

THE GENERAL AUTHORITIES OF THE CHURCH

Since the organization of the Church of Jesus Christ of Latter-day Saints, April 6, 1830, with six members, it has continually grown, and its members have increased steadily until the greater portion of Utah and parts of Idaho, Arizona, Nevada, Wyoming, and New Mexico are peopled with Latter-day Saints. There are also colonies of saints in old Mexico and British Columbia, besides scattered members in nearly every State in the Union and in Great Britain, Scandinavia, Germany, Switzerland, Turkey, New Zealand, Australia, the Sandwich Islands, Samoan Islands, and other places. There are 32 organized Stakes of Zion, of which 23 are in Utah, 4 in Idaho, 4 in Arizona, and 1 in Colorado. The saints in Nevada, Wyoming, and New Mexico belong to Stakes whose headquarters are in Utah and Arizona. Those in British Columbia belong as yet to the Cache Stake, in Utah, while those residing in old Mexico are awaiting a separate stake organization.

Below we give biographical notes of the general authorities of the church, as they were sustained at the April conference, 1890, the church then being just 60 years old:

THE FIRST PRESIDENCY

Since the article on "The first presidency" was published in the Record of June, 1886 (see Book I, p. 73), changes have occurred in that quorum. President John Taylor died July 25, 1887, after which the twelve apostles presided over the church until the conference held in Salt Lake City in April, 1889, on which occasion a first presidency was again organized, consisting of Wilford Woodruff (president), George Q. Cannon (first counselor), and Joseph F. Smith (second counselor). They still preside.

Wilford Woodruff, a son of Aphek Woodruff and Beulah Thompson, was born in Farmington (now Avon), Hartford County, Conn., March 1, 1807, baptized by Zera Pulsipher December 31, 1833, ordained an apostle in Far West, Mo., April 26, 1839, and first sustained as president of the church in his present capacity in April, 1889.

George Quale Cannon, a son of George Cannon and Ann Quale, was born in Liverpool, Lancashire, England, January 11, 1827, baptized by John Taylor June 18, 1840, ordained an apostle August 26, 1860, acted as first counselor to President John Taylor from 1880 to 1887, and has filled his present position as first counselor to President Wilford Woodruff since April, 1889.

Joseph Fielding Smith, a son of Hyrum Smith and Mary Fielding, was born at Far West, Caldwell County, Mo., November 13, 1838, baptized by Heber C. Kimball in Salt Lake City, Utah, in 1850 or 1851, ordained an apostle July 1, 1866, and admitted into the quorum of the twelve October 8, 1867, acted as second counselor to President John Taylor from 1880 to 1887, and has filled his present position as second counselor to President Wilford Woodruff since April, 1889.

THE TWELVE APOSTLES

Since the publication of the article on and diagram of the twelve apostles in the record of January, 1886 (see Book I, p. 13), changes have occurred in the quorum, and three new members have been added.

After the death of President Taylor, July 25, 1887, George Q. Cannon and Joseph F. Smith occupied their former positions in the quorum of the twelve, and remained thus until the reorganization of the first presidency in April, 1889, when they were chosen as counselors to President Woodruff—the same as they formerly had been to President Taylor.

The three vacancies caused by the excommunication of Albert Carrington in November, 1885, by President Woodruff's promotion to the position of president of the church in April, 1889, and by the demise of Erastus Snow, in Salt Lake City, May 27, 1888, were filled at the October conference, 1889, by the calling of Marriner W. Merrill, Anton H. Lund, and Abraham H. Cannon to the apostleship. The members of the quorum are now as follows:

Lorenzo Snow, a son of Oliver Snow and Rosetta L. Pettibone, was born in Mantua, Portage County, Ohio, April 3, 1814, baptized by John F. Boynton in June, 1836, at Kirtland, Ohio, and ordained an apostle in Salt Lake City, February 12, 1849.

Franklin D. Richards, a son of Phinehas Richards and Wealthy Dewey, was born in Richmond, Berkshire County, Mass., April 2, 1821, baptized by his father June 3, 1838, and ordained an apostle in Salt Lake City, Utah, February 12, 1849.

Brigham Young, a son of Brigham Young and Mary Ann Angell, was born in Kirtland, Ohio, December 18, 1836, baptized in Nauvoo, Ill., in 1844, when about 8 years old, and admitted into the quorum of the twelve October 9, 1868, having previously been ordained an apostle.

Moses Thatcher, a son of Hezekiah Thatcher and Alley Kitchen, was born in Sangamon County, Ill., February 2, 1842, baptized December 25, 1856, in Yolo County, Calif., and ordained an apostle April 9, 1879.

Francis M. Lyman, eldest son of Amasa M. Lyman and Louisa Maria Tanner, was born near the town of Macomb, McDonough County, Ill., January 12 1840, baptized by his father July 1, 1848, and ordained an apostle October 27, 1880.

John Henry Smith, a son of George A. Smith and Sarah Ann Libby, was born at Carburna, near Kanessville, Pottawattamie County, Iowa, September 18, 1848, baptized by his father September 18, 1856, and ordained an apostle October 27, 1880.

George Teasdale was born in London, England, December 8, 1831, baptized August 8, 1852, and ordained an apostle October 16, 1882.

Heber J. Grant, a son of Jediah M. Grant, was born in Salt Lake City, Utah, November 22, 1856, baptized June 2, 1864, and ordained an apostle October 16, 1882.

John Whittaker Taylor, a son of John Taylor and Sophia Whittaker, was born in Provo, Utah County, Utah, May 15, 1858, baptized when about 8 years old, and ordained an apostle April 9, 1884.

Marriner Wood Merrill, a son of Nathan Merrill and Sarah Ann Reynolds, was born in Sackville, County of Westmoreland, New Brunswick, September 25, 1832, baptized April 6, 1852, and ordained an apostle October 9, 1889.

Anton Henrik Lund, was born in Aalborg, Aalborg Amt., Denmark, May 15, 1844, baptized by Jakob Julapder May 15, 1856, and ordained an apostle October 9, 1889.

Abraham H. Cannon, a son of George Q. Cannon and Elizabeth Hoagland, was born in Salt Lake City, Utah, March 12, 1859, baptized by his father March 12, 1867, and ordained an apostle October 9, 1889.

COUNSELORS TO THE TWELVE

John W. Young, a son of Brigham Young, was born in Nauvoo, Hancock County, Ill., October 1, 1844, baptized when about eight years old, ordained an apostle November 22, 1855, by his father, set apart as an assistant counselor to the first presidency February 4, 1864, and as first counselor to President Brigham Young October 8, 1876. The latter position he occupied until the death of President Young in 1877. Since then he has officiated as counselor to the twelve apostles.

Daniel H. Wells, a son of Daniel Wells and Catherine Chapin, was born at Trenton, Oneida County, N. Y., October 27, 1814, baptized at Nauvoo, Ill., in 1846, ordained an apostle and set apart to act as second counselor in the first presidency by President Brigham Young, January 4, 1857. He held that office until the death of President Young in 1877, since which he has officiated as counselor to the twelve apostles.

PRESIDING PATRIARCH

John Smith, the eldest son of Hyrum Smith and Jerusha Barden, was born in Kirtland, Ohio, September 22, 1832, baptized by John Taylor in 1841, and ordained to his present position February 19, 1855, in Salt Lake City.

PRESIDENTS OF SEVENTIES

Since publishing the article on "The council of the seventies" in July, 1886 (see Book I, p. 81), two changes have taken place in that council:

Horace S. Eldredge died in Salt Lake City, September 6, 1888, and the vacancy caused thereby was filled by the calling of B. H. Roberts to act as one of the council at the October conference, 1888.

Abraham H. Cannon having been ordained to the apostleship in October, 1889, George Reynolds was sustained as one of the seven presidents of the seventies at the April conference, 1890. The council now stands as follows:

Henry Herriman, senior president, was born in the eastern States June 9, 1804.

Jacob Gates was born in Vermont, March 9, 1811.

Seymour B. Young, a son of Joseph Young and Jane A. Bicknell, was born in Kirtland, Ohio, October 3, 1837, baptized in 1849, ordained a seventy by Edmund Ellsworth in February, 1859, and ordained to his present position October 14, 1882.

Christian Daniel Fjeldsted was born in Copenhagen, Denmark, February 20, 1829, baptized February 20, 1852, emigrated to Utah in 1858, and was ordained to his present position April 28, 1884.

John Morgan, a son of Garrard Morgan and Eliza Ann Hamilton, was born near Greensburgh, Decatur County, Ind., August 8, 1842, baptized in Salt Lake City November 26, 1867, and ordained to his present position October 7, 1884.

Brigham Henry Roberts was born in Warrington, Lancashire, England, March 13, 1857, emigrated to Utah in 1866, crossing the Atlantic in the ship *John Bright*, and set apart to his present position in October, 1888.

George Reynolds, a son of George Reynolds and Julia Ann Foutz, was born in London, England, January 1, 1842, baptized May 4, 1856, emigrated to Utah in 1865, and ordained to his present position in April, 1890.

PRESIDING BISHOPRIC

William B. Preston, presiding bishop, was born in Franklin County, Va., November 24, 1830, baptized in February, 1857, acted as president of the cache stake of Zion from 1879 to 1884, and was ordained to his present position in April, 1884.

Robert T. Burton, first counselor to Bishop Preston, was born in Canada October 25, 1821.

John Rex Winder, second counselor, was born in Biddenden, county of Kent, England, December 11, 1820, baptized in 1848, and emigrated to Utah in 1853.

CHURCH HISTORIANS

Franklin D. Richards, church historian. (See under "The twelve apostles.")

John Jaques, assistant church historian, is a son of Thomas Jaques and Mary Ann Heighington, and was born at Market Bosworth, Leicestershire, England, January 7, 1827; emigrated to Utah in 1856.

CHURCH ARCHITECT

Joseph Don Carlos Young, a son of Brigham Young and Emily D. Partridge was born in Salt Lake City, May 6, 1855.

[NOTE.—At this point in the original appeared portraits of Jesse Nathaniel Smith, president of the Snowflake Stake of Zion, born in Stockholm, St. Lawrence County, N. Y., December 2, 1834. (See biographical sketch in *Morgenstjernen*, vol. 3, p. 99.) William Wallace Cluff, president of the Summit Stake of Zion, born in Willoughby, Geauga County, Ohio, March 8, 1832. (See biographical sketch published in *Morgenstjernen*, vol. 3, p. 247.) Christian Grejs Larsen, president of the Emery Stake of Zion, born in Grejs, Vejle Amt, Denmark, December 17, 1828. (See biographical note in *Morgenstjernen*, vol. 2, p. 76.) Niels C. Flygare, counselor in the presidency of the Weber Stake of Zion, born in Ruthsbo, near Ystad, Malmohus Len, Sweden, February 3, 1841. (See biographical sketch in *Morgenstjernen*, vol. 3, p. 231.)]

MISSIONARY REMINISCENCES

Mors is the name of the largest island in Limfjorden, or (substituting the English article "the" for the Danish "en") the Limfjord, in the Province of Jutland, Denmark. It has an area of about 150 square miles and 20,000 inhabitants. The surface of the island is an undulating prairie, the highest point being only 282 feet above sea level. The soil is very productive, and the inhabitants consist chiefly of a thrifty economizing community of farmers, who are somewhat exclusive in their habits and also quite superstitious and behind the times, like dwellers on islands very often are.

The Limfjord is a most irregular and peculiar salt water system, and bears no resemblance to the other numerous fjords or inlets of the sea with which the coasts

of the Scandinavian countries abound. It is actually a channel connecting the Cattegat on the east with the German Ocean on the west, by which the northern portion of the Cimbrian peninsula, embracing Vendsyssel, Hanherred and Thyand, becomes an island of the sea. An American traveler, in entering the Limfjord from the east, where the picturesque town of Hals is so pleasantly situated, would naturally think he was entering the mouth of a river, and in sailing westward for about 25 miles he might remain under that delusion, as the fjord for that distance has every appearance of a river with an average width of a mile. But beyond the ancient city of Aalborg, situated on the south side of the fjord, at the base of a dome-shaped and wooded hill, the fjord gradually opens out until it reaches a width of more than 10 miles, where also a number of small inhabited islands are formed; then it narrows in again at a point where the little city of Logstor is situated, and then suddenly opens anew into "Liv Bredning," a fine body of water from which several arms of the fjord extends north and south, and beyond which lies Mors and other smaller islands. Farther to the southwest the fjord is once more reduced to less than a mile in width, but only for a short distance, as it again opens and forms "Nissum Bredning," which on the west is separated from the German Ocean by a sand bar elevated only a few feet above high-water mark, through which the waters of the sea cut a deep channel on the 3d of February, 1825, and which has been open ever since.

It was on the 3d day of July, 1874, that the little steamship *Ornen*, in making one of its regular trips from Aalborg to the several small cities and landing places on the Limfjord, was passing over the placid waters of "Liv Bredning." Among the passengers on that occasion, consisting of two or three merchants, a number of cattle dealers, and several representatives of the common peasantry of the country, was a rather tall but slender young man, with light hair and moustache and dressed in a light suit. His only traveling equipage consisted of a small hand satchel and an umbrella. He got on the steamboat at Logtor, but had so far on the voyage only exchanged a few words with his fellow passengers, who noticed that he was dividing his time between gazing at the beautiful landscapes, which were passed, and reading from a small book which he had taken from his pocket. His general appearance and personal bearing gave occasion to some discussion in an undertone among the other travelers. Who could he be, and what was his profession? He was dressed like one of the gentry, but did not seem to put on the airs or have the bearing of such. He was too reserved in his manners to be a business man or a merchant's agent; he might pass for a clergyman or a school teacher, but he appeared to be too young for that. Perhaps he was a student from Ranum going home for vacation.

Curious to know something definite about the stranger, a stoutly built cattle dealer, wearing a fur cap and dressed in a rather long and heavy overcoat for a summer day, stepped up to where the young man stood leaning over the railing of the boat, looking intently forward, as if he was highly interested in the beautiful island ahead, the shores of which were now so near that small objects on the beach could plainly be seen.

"Pardon me, sir, for interrupting you," said the cattle dealer, addressing himself to the young man, "you seem to be interested in the landscape before you. May I ask, if you are a resident of Mors?"

"No, sir," was the reply; "I am quite a stranger in these parts."

"Ah, I see," said the talkative man of cattle, who by the way was a citizen of Mors, "you are perhaps the new kapellan (assistant clergyman or preacher), whom the good people of Nykjøbing have been anxiously waiting for so long. He was to arrive to-day, I believe."

At hearing this the young man looked at his interrogant with a mischievous smile, saying, "I am a preacher, but I fear I am not the one the good people of Nykjøbing have been looking for."

The cattle dealer, apparently desirous of guessing the profession of the stranger, instead of waiting until he was told, continued, "Oh, I should judge, then, that you belong to Indre Missionen (the inland mission). Quite a number of preachers belonging to that order have visited the island before, and they generally draw full houses. If you are one of them, I think you will have a good success there."

"I don't doubt you for a moment," replied the stranger, "the preachers of Indre Missionen are quite popular with the people, but I don't belong to that class; I am a missionary representing the Latter-day Saints, commonly called Mormons."

"A Mormon," hastily repeated the cattle man, "and going to Mors to preach your doctrines?"

"That is my destination."

"And do you know," continued the man, squaring himself for a long talk, "that the inhabitants of Mors are very hostile to the Mormons and that they have driven their missionaries from the island several times in past years. Why, on one occasion some fishermen on the south side forced a Mormon preacher into a boat on a cold and stormy winter night, pretending that they would take him over to the main land; but instead of doing this, they only took him part of the way across, when they put him off into 4 feet of water and compelled him to wade several hundred yards to the opposite shore. Poor fellow; he was nearly frozen to death when he reached the beach, and then he had to walk a long distance before he could find shelter of any kind. But this was not the last.

"That same Mormon man actually returned to the island some time afterwards and began his preaching anew; whereupon the people, more exasperated than ever, seized him a second time, and, after giving him a severe flogging, tied him behind a boat and rowed him in that position over to a small uninhabited island, or rather a sandbar, in the fjord between Mors and Thyholm, where they left him to his fate. But instead of finding his dead body there the next morning, he appeared to have escaped in some shape or form; nobody knew how, except he should have found the only fording place to the mainland, which would be extremely difficult for a stranger to do, the ford being known only to the fishermen in the immediate neighborhood. It was said by some at the time that after finding himself alone on an uninhabited island, he prayed to God, who sent an angel to carry him across to the mainland. Others would have that he, like Jesus, walked over dry shod on the surface of the water, but this was, of course, only gossip started by some foolish person with a view to ridicule the Mormons. At any rate this summary treatment of that man apparently made Mors distasteful to the Mormons, and we have heard but a very little of them now for many years. We began to think that they had all left the country. Now, personally, I have nothing against the Mormons, as I am not a believer in any religion, but I would advise you, young man, as a friend, not to attempt any preaching on Mors, for if you do the people will surely be offended and do violence to you."

While relieving himself of this little speech in a kind of good-natured manner, nearly all the other passengers had crowded around, eagerly listening to what was said, and now appeared curious as to what the missionary would say in reply.

"I have heard of this brutal treatment of one of our missionaries before," commenced the elder, "though the details were narrated a little different; but I had hoped that the people of Mors by this time felt thoroughly ashamed of such acts of barbarism, and that they had learned long ago that the weapons of reason and sound argument are far more becoming a Christian community, and more effectual than mob rule and personal violence. I thank you for your advice, which I don't doubt is well meant, but I can assure you that I have no fear so far as my own personal safety is concerned. I am commissioned by the highest authority under heaven to preach the gospel of Jesus Christ, and I mean to do it even on Mors. I have the truth to declare to the people, and would be under condemnation if I did not do my duty."

The conversation now became general, other passengers asking questions in relation to the Mormons, and the success they met with in Denmark at the present time, which were all promptly answered by the young missionary. And when they learned that he had been in Utah and had returned from there to preach, they became much interested, so that he was kept busy answering their questions about Utah and the Mormons, and explaining the principles of the gospel, until the little steamer reached the harbor of Nykjobing, the only city of Mors. When parting with his fellow travelers it was plainly seen that he had gained friends, as he received several invitations to make calls.

The young missionary, whose name we refrain from making public at present, had left his home in Utah the year previous, and upon his arrival at Copenhagen, the headquarters of the Scandinavian Mission, he was assigned to the Aalborg Conference, where he now labored as a traveling elder. His field of operation was quite extensive, embracing as it did the whole of the conference, consisting of all that portion of Jutland lying north of the Limfjord, and also a large district of country on the south side. The conference consisted of three large branches, and the young traveling elder was dividing his time between the three, laboring in turn with the local brethren. It was his first mission, and the experience he was gaining was entirely new to him. When he first arrived in the mission he felt himself quite incompetent to the task assigned him, for he had had but little opportunity to qualify himself for the missionary field previous to leaving his home in Utah; but after his arrival in Denmark, he set to work with a

will, learning anew the language of his native country, and posting himself on doctrinal points from the Scripture; and now, with one year's missionary experience, he had, through the blessings of the Lord, made considerable progress, and was thoroughly imbued with the spirit of his holy calling. Thus he felt anxious that the people in every part of his extensive field of labor should have the opportunity of hearing the sound of the everlasting Gospel; but the western part of the conference, embracing Thyland and Mors, was dreaded by nearly all the elders, because of the unkindness and unhospitality of the people and their well-known hatred to the Mormons. Consequently, that section of country had but seldom been visited by the missionaries of late years, and this was particularly the case with Mors. The young Utah elder, however, was determined to give the island a trial.

On the Nykjøbing Wharf he was met by a local elder by the name of Christensen, who had been sent there a few days ahead with instructions to try for openings to hold meetings. The report he gave of his success was not encouraging. He had tried in vain in a number of parishes for houses to preach in, but the people apparently had no desire to let the peace and tranquility of their little island be disturbed by the presence of Mormon elders.

Elder Christensen had, however, succeeded in getting permission to hold one meeting in a humble habitation in the little village of Eierslev the following Sabbath, with the understanding that the preacher would be a Utah elder, whom the man of the house felt curious to see, since he himself had a son who had embraced Mormonism and gone to Utah.

It was on a Friday evening that the two missionaries met on the Nykjøbing Wharf, and instead of putting up in the little city, they struck out in the country at once. Night found them in the village of Jørsby, 10 miles to the north, where they found friends who kept them over night.

Early the next morning the house in which they had slept was approached by a crowd of fishermen hailing from the west coast of Jutland. They had been out on the fjord fishing, but a storm had compelled them to seek shelter for a day or so in the village, which was situated on the east coast of the island. These men were known to be a rough set, and when the owner of the house where the missionaries stopped saw them approaching, in their long watertight boots, their short jackets, and heads covered with huge fishermen's storm caps, he felt alarmed, fearing that they came for the purpose of ill-treating his guests; and he so expressed himself to them, but the young Utah elder told him not to fear, as nobody would get hurt.

A loud rap on the door, a response of "vaer saa god" (please step in), and in filed a dozen or more strong, weather-beaten sailors, who immediately introduced themselves in their own peculiar way by saying that they had come out of pure curiosity to see the man from Utah, whom they had been informed stopped at the house.

"Then I am perhaps the man you look for," said the young elder, as he rose from the table and shook hands with them all. "I shall be pleased to answer any proper question you may wish to put to me concerning Utah and her people."

It must here be borne in mind that common rumor in Denmark at that time had it as positive facts that the people in Utah were living in a state of abject slavery under the Mormon priesthood, and the most ridiculous stories were told. Thus it was a common saying among the peasantry that the women in Utah were used for pulling the plow, instead of horses or oxen; also that old women, when they became too old to work, were sold at public auction to the highest bidder, and in some instances they had been disposed of for as little as a bushel of potatoes. Another story—and this was believed in even by some intelligent people—was to the effect that no one in Utah was permitted to send letters to their friends in the countries from whence they had come until such had been read and passed upon by the Mormon dignitaries; and if anybody attempted to give an unfavorable account of the affairs in Mormonism they would be severely punished, and in some instances be put to death. But worst of all was this, that no one was ever permitted to leave the valleys of the Great Salt Lake alive after once getting there.

With this explanation our readers will no longer think it so very strange that these simple-minded sailors should feel curious to see a man who had actually been in Utah and had returned from there; nor must we imagine that the inhabitants of Denmark are more given to believing ridiculous stories about the "Mormons," than people in any other country, for we find equally as absurd stories circulated and believed in by many within the confines of the United States.

We will not attempt to give even a synopsis of the lengthy conversation which took place between that crowd of curious fishermen and the young Utah elder. Suffice it to say that he gave them a brief outline of the history and doctrines of the Latter-day Saints, explained their present social and political standing, and described the mountains and valleys of the country where the saints dwell. And when he told them that Utah embraced within its boundaries an area seven times more extensive than that of the whole of Denmark proper, they seemed to be greatly astonished, as they had imagined that all the Mormons lived together in one little town. This reminds us of a short article which appeared as an item of news in a Danish paper several years ago, when the mining town of Alta, in Little Cottonwood Canyon, was burned. The paper referred to stated that the Mormon town Utah had been totally destroyed by fire, and the Mormons thus made homeless.

The fishermen apparently enjoyed the conversation very much, and realized that they were listening to the truth.

"Then it is not true," at last ventured one of the youngest in the crowd, "that a man can not write what he pleases from the Mormon country? A lady cousin of mine emigrated to Utah, several years ago, and she has since written several letters to her friends here, giving a very favorable account of the affairs there. In fact her letters agree very well with what you have told us this morning; but we all feared that she was not free to write what she desired."

"Neither is it true then," rejoined another, "that women in the Mormon land pull the plow. Why, an old sailor of my acquaintance, who had been around the world, told me and others, that on one of his trips he happened to sail so near by the Mormon colony that he actually could see women harnessed up tugging away at the plow."

"In that case your friend must have had extraordinary good eyes," said the missionary with a smile, "as Salt Lake City is about 800 miles from the nearest seaport town on the Pacific, with several ranges of very lofty mountains intervening."

A hearty laugh, in which all present freely participated, showed that the answer was appreciated.

"This reminds me," rejoined Elder Christensen, "of a man down in Vendsyssel, who, in a conversation with me not long ago, insisted that his son had been murdered by the Mormons in Utah, in an attempt to get away from them; he knew it to be a fact, for the full particulars of the affair had been communicated to him in a letter written by the son himself. The query naturally arises: How could the man write a letter to his father after he was dead?"

The interview ended with the best of feelings, and the visitors, in taking leave, expressed their gratification over what they had heard. Some of them also promised that they would attend the meeting on the morrow.

Sunday came. The time appointed for the meeting was 2 o'clock in the afternoon. A few minutes before that hour the two missionaries were seen wending their way up the hill from the south. The open space around the dwelling where the meeting was to be held was already filled with people, which was something unusual on such occasions, as those who condescended to attend Mormon meetings generally came late; but the cause soon became obvious. As the missionaries approached the house, they caught sight of two well dressed personages, with silk hats, standing in the midst of the peasantry conversing in a semijocular and serious tone. At first sight the missionaries were satisfied that here was a representation of the Lutheran clergy and that opposition was intended, for that class never puts in an appearance at a Mormon meeting except for that purpose.

The facts in the case were that as soon as it was noised about that a Mormon meeting would be held in Eierslev, the parish priest, who was a young man recently appointed to his position, concluded to meet the intruders himself and strike an effective blow at Mormonism, and thus at the onset arrest its further progress in his parish. With his learning he felt confident that this would be an easy task for him, as all Mormon missionaries were supposed to be illiterate and uneducated. So confident was he of victory, that he had caused the people of his parish to be invited, that they might witness the defeat; and all be convinced at once that Mormonism was a delusion and a batch of falsehood. He was one of these young Lutheran priests who had never attended a Mormon meeting before, and in fact knew nothing of their doctrines, nor the strength of their Bible arguments. Had he been better posted concerning them, he would perhaps have done the same as his more philosophic brethren of the Lutheran clergy generally do, keep at a safe distance. For experience had taught many a Lutheran

priest before that the most effectual way of obstructing the Mormon elders in Denmark is to treat them with silent contempt, and studiously avoid their meetings. Public debate and argument have always proven disastrous to the Lutheran cause in that country. But the young Mors priest evidently did not know this; hence, accompanied by the village school master, he proceeded to the place appointed for meeting, and was there, surrounded by the curious populace, when the missionaries arrived.

Lifting their hats politely to the crowd the two elders entered the lowly cottage, and took their seats at the end of the table farthest away from the door. They were soon followed by the crowd from the outside, and as many as could be accommodated squatted down on the benches and chairs which had been provided, while the rest remained in the door and hallway standing.

At the appointed hour the meeting was commenced by singing and prayer. A few remarks were then made by Elder Christensen, who, however, felt somewhat timid in the presence of the priest and schoolmaster and so large a crowd of people. The young missionary from Utah arose and spoke over an hour on the first principles of the Gospel, proving his position by numerous citations from the Bible. He also proved the apostacy of the original church, as predicted by the Apostle Paul and others, and then referred to the angel which John the Revelator saw flying through the midst of heaven, having the everlasting Gospel to preach; after which he bore a faithful testimony to the restoration of that Gospel, through the instrumentality of the Prophet Joseph Smith.

While the first part of his discourse was being delivered, the priest, who sat opposite the table, facing the speaker appeared very uneasy, and was continually knawing away at the head of his walking cane; occasionally he also jotted down a few items on a piece of paper which he took from his pocket book. But as soon as the name of Joseph Smith was mentioned, he could contain himself no longer. Rising suddenly from his seat, he interrupted the speaker by saying that he wanted to offer explanations; but the elder promptly checked him, requesting him to keep quiet until the meeting was closed, then it would be his privilege to ask any question he might desire.

"Well, how much longer do you intend to continue?" stammered out the priest. "You have already spoken too long, and it is getting late."

"I will soon get through, if you keep quiet," said the missionary.

The priest reluctantly sat down while the elder bore testimony to the organization of the true church in the last days with prophets, apostles, and other officers, like the ancient Christian church, and also declared that the gifts and blessings of the Gospel, which followed the faithful anciently, were enjoyed by those who yielded obedience to the same principles of truth at the present time. He then closed with an earnest appeal to all present to further investigate the doctrines that had been explained, and pray to God for wisdom and understanding, that they might know for themselves whether they had listened to the truth or not.

As soon as the word "Amen" was uttered the priest, now being in a perfect rage, jumped up and demanded the floor.

"Not yet," said the missionary, "we wish to close our meeting with a hymn and a short prayer."

"I will wait not longer," cried out the priest; "it is getting late and I must speak to these people before they disperse." Then, turning his face toward the audience, he commenced.

"This young man," said he, "has occupied nearly two hours (only one hour) and—"

"We insist upon order being kept until we have closed our meeting properly," interrupted the young elder in tones that could be distinctly heard by all present. "We have the permission of the owner of this house to hold a meeting here, and this gentleman has no right to disturb us until we are through. If he is really a gentleman he will respect our rights. We insist upon his sitting down, and that he cease speaking until we have closed our meeting."

But he would not; his temper had got the best of him, and he continued to talk in a most insulting and defiant manner.

As quick as possible the missionaries gave out a hymn and having pretty strong voices commenced singing, a few of the congregation joining. This compelled the pastor to cease his harangue, but he did not sit down. No sooner had the last lines of the hymn been sung than the elder with a few and appropriate words hurriedly closed the meeting by prayer.

The priest by this time had become thoroughly exasperated. He felt his dignity insulted, not having succeeded so well as he had expected; for the meeting had been terminated properly and would have been orderly throughout, except for

his interruption. He now began a tirade of abuse, calling Joseph Smith a liar and impostor, and his followers dupes, ignoramuses, rascals, etc. This was more than the young Utah elder could stand. "I demand of the pastor," said he "to prove his assertions; he has not right to vilify and ridicule any one in this manner. He must bring proofs, or his accusations are not entitled to belief."

"Stop interrupting me," cried out the priest, "you have had your say, I have the floor now, and I will be heard."

"But you should confine yourself to doctrinal points," continued the elder. "To attack Joseph Smith, whom you know nothing about, except through hearsay, is not becoming a gentleman. Attack the principles we have advanced, disprove them by Bible arguments, and give the people an opportunity to judge between us."

"I want you to understand," said the priest, stamping his foot violently on the floor, "that it is not your prerogative to dictate to me what I shall say. This is my parish and I have a right to speak to the people as I please."

He then continued his vile abuse in a most scandalous manner, until at last the young elder stepped up to where the priest stood, and, tapping the vilifier gently on the shoulder, again requested him to confine himself to doctrinal points, and cease abusing Joseph Smith, Brigham Young, and others, whose characters he was not acquainted with.

This made the priest turn right upon the elder. Says he: "Here is a man who professes to be a preacher of the Gospel, and he has not even got a grammatical knowledge of the Danish language. He says that he and his people believe in the Bible. We Lutherans believe the Bible, but believe in God, not in a book, like he says he does. Of course we know what he means, but he ought to speak correctly, when he puts himself up as a public teacher. Now I propose that we take up a collection for him right here and send him to school, that he may at least get a common-school education."

This personal insult aroused the indignation of the village blacksmith, a dark-complexioned and muscular man, who occupied a seat on the inside of the table near the missionaries. This man was somewhat inclined to infidelity, and consequently did not look up to the parson with the same degree of reverence as most of the others who were present, but he seemed to be a fair and just-minded man; and when the priest was dealing out his personal abuse, this man arose in all his dignity, brought his fist down upon the table with great force, and said with emphasis: "This is going too far, Mr. Pastor; I want to see fair play. This personal insult to Mr. — is uncalled for. He is not an ignorant person. He excels as a speaker, and I would rather listen to him than to the pastor. His sermon has made a deep impression upon my mind, and I will not sit still and see him abused in this manner."

This unexpected stand on the part of the brawny blacksmith put a new feature on the whole situation. The people became uneasy and began to move about in the room, for they all knew the blacksmith to be a brave, determined man, who on many previous occasions had expressed his dislike to the clergy, whom he stigmatized as impostors, who were getting a fat living for doing no good.

The pastor, who had been in the parish only a short time, knew perhaps less of the blacksmith than the village people, or he would not have attempted to ridicule him as he did. But he soon learned that he was attacking the wrong man, and that his own personal safety depended upon getting out of the room as soon as convenient. Consequently, he soon bawled out: "All you who are not Mormons, follow me." He then made for the door, followed by nearly the entire congregation, for although a number of those who were present were friendly disposed to the missionaries, they would not submit themselves to be classed as Mormons. A few, however, including the blacksmith, remained, who now came forward and shook hands with the elders, congratulating them upon their success and expressing their disapproval of the parson's demeanor. The blacksmith assured the missionaries that he was their friend and would go and hear them again if they should hold another meeting in the neighborhood. There was some hooting and yelling on the outside, and some talk of dipping and whipping, but the crowd soon dispersed; the parson and schoolmaster, looking quite sober and crestfallen, were seen walking off together toward the parson's farm. The attempt to annihilate Mormonism had proven an absolute failure.

* * * * *

One year passes away. Two men are engaged in an animated conversation in front of the village blacksmith shop. In the tall dark-complexioned person, standing with a pair of heavy pincers in one hand and a hammer in the other, we easily recognize the features of the man who defended the elders at the meeting

the year previous; but the other is a stranger to us, although he has attended the same meeting and is a resident of a neighboring village.

"How is Pastor Jensen now," asked the blacksmith.

"He is getting worse all the time," was the reply. "Ever since he became so excited in that Mormon meeting a year ago he has been unable to attend to his duties in the pulpit. In fact, he has never preached a single sermon since. At times he seems to be fairly out of his mind, and his sleep at night is very much disturbed. On several occasions, while lying in a kind of stupor, he has been heard to cry out, 'Mormon, Mormon,' while his facial features would indicate severe mental suffering. He is now speaking of going to Copenhagen with a view to getting relief."

"My friend," said the blacksmith, "I tell you what I have been thinking about. You know that I am somewhat skeptical in my views, but I don't deny the existence of a God in some shape or form. Now, you remember that Hr. (meaning the elder), in speaking at that famous meeting a year ago, declared that the gifts and blessings of the ancient Gospel had been restored, and that the Mormons had power to lay hands upon the sick, to bless them, and so on. Now, mind you, I do not say that they have that power, but I tell you what I believe. If Hr.— had power to lay hands on people to bless them, he could also employ that same power to curse; and did you notice, when the priest was railing so terribly against Joseph Smith and the Mormons, that Hr.— stepped up and tapped him on the shoulder. Now, I would just as soon believe that that young Mormon elder cursed the priest on that occasion as I would believe anything else, and that this is the cause of Pastor Jensen's ailment."

"That is indeed a new idea to me," responded the other man; "I never thought of such a thing before. Why, Pastor Jensen himself actually dates his sickness back to that very time, and says he got so excited on the occasion of that Mormon meeting that he has never thoroughly got over it."

The rest is soon told. Pastor Jensen went to Copenhagen for the benefit of his health, but found no relief until death put an end to his sufferings about two years after his adventure with the Mormon elders.

It should, however, be understood that the young Utah elder did not curse the priest, as the blacksmith imagined; the elders of Israel are supposed to use their priesthood for blessing their fellow men and never for bringing evil upon them. But we find the following recorded as a kind of soliloquy in the young elder's journal after he has given a brief account of the meeting mentioned: "How long shall these priests of Babel be permitted to keep the people in darkness and ignorance and close the door of the kingdom of heaven for even the honest in heart? I could feel to say: The Lord punish them for their great evils, and may their hypocrisy and dishonesty soon be revealed."

We will conclude by saying that a number of people have since been baptized into the true church on Mors, and the prospects are that more will join in the near future.

At the request of Congressman Faust of Missouri, I offer and request on his behalf that a letter dated February 18, 1925, together with a copy of a letter from the Pikes Peak Ocean to Ocean Highway Association, be inserted in the record in lieu of remarks which he would make if here.

The CHAIRMAN. Without objection, it is so ordered.

Mr. LEATHERWOOD. I thank you again for your courtesy, Mr. Chairman and members of the committee.

(The letters referred to are as follows:)

WASHINGTON, D. C., February 18, 1925.

Hon. CASSIUS DOWELL,
Chairman Committee on Roads,
House of Representatives.

MY DEAR MR. CHAIRMAN: I received your notice of the meeting to be held to-morrow by your committee for consideration of the Oregon Trail. I have a meeting of my own committee for to-morrow morning and hence it will be impossible for me to be in attendance.

The object I wanted to accomplish before your committee, however, was to register the objections made by the Pikes Peak Ocean to Ocean Highway Association, whose national headquarters are in my home city, St. Joseph. This I can quite as well do, perhaps, by inclosing a letter from the general mana-

ger addressed to me, under date of February 3, the appropriate parts of which I hope you will incorporate in your report as the objections of this association.

Cordially yours,

CHARLES L. FAUST.

PIKES PEAK OCEAN TO OCEAN HIGHWAY ASSOCIATION,
St. Joseph Mo., February 3, 1925.

Hon. CHARLES L. FAUST,
Representative in Congress, Washington, D. C.

MY DEAR MR. FAUST: We have to thank you for your letter of January 27, with which you inclosed copies of Senate bill 3292, relative to the construction of a bridge at Hannibal. We would be very grateful to you if you could append an amendment to this bill for the construction of a bridge at this point to be paid for by the Federal Government.

Relative to a certain bill recently presented in Congress for the Federal designation of the Oregon Trail, we desire to present the protest of this association to its passage. Our protest is made on the ground that the designation of this route as an essential step in preserving certain historical facts is not necessary, and unless other routes of greater importance from an historical standpoint were designated and named by the Federal Government there would be an outstanding element of unfairness in the passage of this measure.

The naming of the proposed Oregon Trail by the Federal Government would serve to make the Government party to a huge publicity campaign through which automobile traffic from the great Middle West, or in fact the Nation, would be directed to this one certain route of travel. This is wrong in principle from several standpoints: First, no one highway is sufficient in width or carrying capacity to properly accommodate the traffic of the Nation; secondly, an effort should be made by the Federal Government to distribute automobile traffic over the various highways rather than to concentrate it upon one or a very few. The cost of maintenance, therefore, enters into this problem as well as does the safety of the traffic itself.

If the Federal Government proposed to lay out and designate by name or otherwise a system of national highways, we suggest that the matter first be referred to the very efficient Bureau of Public Roads, in which highly trained men have become experts upon such important matters. We are in favor of a system of national highways, but are highly opposed to singling out any one highway for designation by the Federal Government, much to the hurt of various sections of the country not in any way served by this route.

We would greatly appreciate your registering objection for us in this matter before the Roads Committee of the House, when the Oregon Trail bill again comes up for consideration.

Yours very truly,

PIKES PEAK OCEAN TO OCEAN HIGHWAY ASSOCIATION,
By H. D. JUDSON, General Manager.

The CHAIRMAN. I will offer for the record a few letters and telegrams which have been received by me relating to this matter, and I will ask to have them inserted in the record, if there is no objection. I also have a couple of letters from the Secretary of Agriculture along the same line, which I also offer for the record.

(The letters and telegrams referred to are as follows):

MARYLAND STATE ROADS COMMISSION,
Baltimore, Md., January 15, 1925.

Hon. C. C. DOWELL,
Chairman Committee on Roads,
House of Representatives, Washington, D. C.

MY DEAR MR. DOWELL: In view of the cooperation between the Bureau of Public Roads and the State highway departments for the numbering and marking of all the main highway routes, I think Senate bill 2053, by Senator McNary, which has passed the Senate, is unwise, and should be defeated in the House. I would appreciate your cooperation in the matter.

Very truly yours,

J. N. MACKALL, Chairman.

AMES, IOWA, *January 15, 1925.*

Hon. C. C. DOWELL,

House of Representatives, Washington, D. C.:

Have noted that Philip passed Centerville No. 2053, by McNary, of Oregon, naming old Oregon Trail. I believe this legislation highly objectionable. Would urge that House kill this measure. Letter follows.

F. R. WHITE.

LEE HIGHWAY ASSOCIATION,
Washington, D. C., February 3, 1925.

Hon. CASSIUS C. DOWELL,

Chairman Committee on Roads, Washington, D. C.

MY DEAR MR. DOWELL: I am advised that a bill has passed the Senate and has been referred to your committee designating by resolution and establishing the Oregon Trail.

Our association would exceedingly dislike to discourage any movement looking to the establishment of a system of national highways; however, there has been a sort of a general agreement among the organizations fostering such highways that we would pool our interests and not ask for special consideration by the Congress.

From time to time Members of Congress have volunteered and requested the privilege of introducing bills to establish the Lee Highway. We have always declined the offer, because we have felt that the subject should be treated as a whole, rather than through particular designations.

Through no hostility whatever to the Oregon Trail, but because we believe it would establish a precedent which would precipitate upon the Congress a flood of similar bills, and holding that it is best for all national highway organizations to work together for a national road policy, I am writing you to advise that we would consider the passage of the bill referred to as unwise.

Respectfully,

S. M. JOHNSON, *General Director.*

IOWA STATE HIGHWAY COMMISSION,
Ames, Iowa, January 15, 1925.

Hon. C. C. DOWELL,

House Office Building, Washington, D. C.

DEAR MR. DOWELL: I wired you to-day as follows:

"Have noted that Senate passed Senate bill 2053, by McNary, of Oregon, naming old Oregon Trail. I believe this legislation highly objectionable. Would urge that the House kill this measure. Letter follows."

Further, with regard to this matter, would say that it seems to me inconceivable that Congress would wish to commit itself to a policy of establishing the names of certain highways by statute. As soon as such a policy is established, Congress will be besieged with requests for the naming of this or that highway. The action of the Senate in this matter is wholly out of line with the trend of affairs. The tendency is entirely away from the naming of highways and toward the uniform numbering of highways throughout the various States.

At its recent meeting the American Association of State Highway Officials invited the Secretary of Agriculture to appoint a joint committee of the American Association of State Highway Officials and the United States Bureau of Public Roads to select interstate and transcontinental lines throughout the United States, give such lines a standard numbering throughout the States, and provide for the marking of said lines in a uniform manner. The Secretary of Agriculture has approved this request and it is my understanding that the selection of said committee is now in progress.

This is a work which should be carried forward to a successful conclusion. The passage of Senate bill 2053 will greatly confuse the situation. I recommend that you use your influence against it.

Very truly yours,

F. R. WHITE, *Chief Engineer.*

DEPARTMENT OF AGRICULTURE,
Washington, February 9, 1925.

HON. CASSIUS C. DOWELL,
House of Representatives.

DEAR MR. DOWELL: House Joint Resolution 328 and Senate 2053, to which you refer in your letter of January 24, have been considered with a view to determining whether the route of the old Oregon Trail, as defined in these bills, is historically accurate.

In the main it is believed that the route defined by the several controlling points mentioned does follow the general course of the old trail; although, as you are doubtless well aware, any exact definition of its course may be subject to considerable debate.

In 1843, the year of the great migration, it is recorded that there were only four houses on the entire trail between Independence, Mo., and Fort Vancouver. In the contemporary descriptions, therefore, it is defined by river courses and natural landmarks rather than by place names; and in certain sections it is probable that the successive migrations did not follow a beaten track, but spread out over a rather wide area. This is especially true of the part of the route between Independence and the Platte River, where the topography presented no obstacles to travel which would narrow the course to a well-defined track.

According to "The Bozeman Trail," by Hebard and Brininstool (2 volumes), the Oregon Trail and the Santa Fe Trail were one for the first 40 miles west of Independence, Mo. The same authorities state that from the point where the trail met the Platte River it followed the south side of the river to its junction with the North Platte, thence along the south side of the North Platte to Fort Laramie; thence northwest to the Big Bend of the North Platte near Casper; thence down the west side of the river, crossing the Sweetwater at Independence Rock; thence due west to Devils Gate, to Split Rock, to South Pass. Beyond South Pass the trail picked up the Pacific drainage at Pacific Springs and followed the Sandy and its tributaries to Jim Bridger's blacksmith shop near the junction of Hams Fork and Blacks Fork in the vicinity of the present town of Granger. Beyond this point it went to Fort Hall, thence down the Snake River to Fort Boise, beyond which it crossed into Oregon somewhere near the present town of Ontario apparently, and then, leaving the Snake, followed the cut-off through the Powder River country and over the Blue Mountains to the Columbia River near Umatilla, from which point it followed the river to Fort Vancouver.

George Richard Chatburn, in his recent book entitled "Highways and Highway Transportation," adds to the above description the further contribution that from the Missouri River to the Platte the trail followed the Kansas River to the Big Blue; thence to the Little Blue, which it then followed upstream, and, crossing the divide between the two watersheds, reached the Platte somewhere between Grand Island and Fort Kearney.

These two descriptions taken together define the course of the trail fairly closely by natural landmarks, and they agree in all essential respects with other accounts as given by Washington Irving in *Astoria* and *The Adventures of Captain Bonneville*; by Cardinal Leonidas Goodwin in *Trans-Mississippi West*; and by Hiram Martin Chittenden in *History of the American Fur Trade in the Far West*, who quotes, as his authorities, General Fremont and Joel Palmer, who prepared detailed accounts of their travels in 1842 and 1845, respectively, and Howard Stansbury, who made a log of his journey as far as Salt Lake Valley in 1849.

West of Grand Island the various accounts agree closely and the route is fairly definite. Between the Platte and the Missouri the definition is not so clear, and, as pointed out by Chittenden, land subdivision and cultivation in this section have obliterated the traces of the trail in many places, and towns formerly on it have been shifted to the railroads. All accounts agree, however, that the trail entered Kansas at the mouth of the Kansas River, and there is logic in Chatburn's statement that it followed that river and the Big and Little Blue toward the point where it reached the Platte. Mainly on this account the inclusion of Gardner, Kans., seems somewhat doubtful.

It is to be anticipated, however, that conflicting claims may be made by the various cities and towns near the route, especially in this section, and possibly also to a lesser degree in other sections, and the data available to this department do not conclusively fix the exact route. It is possible that the doubt that remains might be cleared up by records in the possession of the various State historical

associations, and, if so desired, I shall be glad to communicate with such bodies and secure from them such information as they may have to offer.

Sincerely,

HOWARD M. GORE, *Secretary.*

DEPARTMENT OF AGRICULTURE,
Washington, February 9, 1925.

HON. CASSIUS C. DOWELL,
House of Representatives.

DEAR MR. DOWELL: In connection with my report on House Joint Resolution No. 328 and Senate No. 2053, your committee will doubtless be interested to know that the American Association of State Highway Officials at its last annual session in November, 1924, adopted the following recommendation:

"It is recommended that this association request the Secretary of Agriculture, in cooperation with the several States, to undertake immediately the selection and designation of a comprehensive system of through interstate routes and to devise a comprehensive and uniform scheme for designating such routes in such a manner as to give them a conspicuous place among the highways of the country as roads of interstate and national significance.

"It is recommended that this association go on record as advocating the adoption of a uniform method of marking the interstate roads to be designated and recommends that each State through its proper officials undertake to secure any necessary changes in State laws to permit of such uniform marking and such changes in existing schemes for numbering or designating roads as may appear necessary; and that each State highway department undertake as rapidly as its program of work will permit the actual field marking of the designated routes."

In accordance with the above, I propose to name a joint board at once from the executives of the State highway departments and the Bureau of Public Roads to go into the whole matter of the marking and designation of the roads of the Federal-aid highway system.

There has been so much interest in connection with the proposal to fix by congressional action the route of the old Oregon Trail, that it seems to me the whole question might be very profitably considered by this proposed joint board. There are a number of historical routes in the United States, of which the old Oregon Trail is an outstanding example, which I believe might very properly be officially recognized and established by legislative action.

There have also been a number of marked roads or trails established in recent years which have no particular significance of any character. The practice of promoting trails, marking highways, and making collections under the guise of membership fees from people along the way has grown to such proportions that it has resulted in the passage of the following resolution by the Association of State Highway Officials:

"Whereas this association has adopted the report of the Subcommittee on Traffic Control and Safety, recommending the immediate selection of transcontinental and interstate routes from the Federal aid road system, said roads to be continuously designated by means of standard highway marking signs and protected by standard traffic warning signs; and

"Whereas this system of highways when established and marked will satisfy the demand for marked routes on the part of transcontinental and interstate traffic, thus meeting the need which has been met in the past in a measure by the marked trails established by the reputable trails associations; and

"Whereas many individuals have sought to capitalize the popular demand for interstate or cross-country routes by organizing trails, collecting large sums of money from our citizens and giving practically no service in return, with resulting discredit to the reputable trails associations which have heretofore rendered distinct public service by stimulating highway improvement, maintenance, and marking: Now, therefore, be it

"*Resolved*, that this association hereby recommends to the several States that the reputable trails associations now existing be permitted to continue their markings during their period of usefulness, pending the establishing of the proposed marking system, unless such action shall conflict with the marking systems and policies now in force in the several States; and be it

"*Further resolved*, That no trail association be permitted to establish further routes on State or Federal aid routes; and be it

"*Further resolved*, That we hereby warn the citizens of this Nation to investigate carefully the responsibility of trails organizers and demand convincing evidence

insuring proper expenditure of funds before contributing to or otherwise supporting such agencies."

I am of the opinion that the joint board above referred to will necessarily go into this whole question of marking and naming routes very thoroughly and that recommendations will be perfected which may very properly later come before your committee for consideration, with a view to legislative action.

Sincerely,

HOWARD M. GORE, *Secretary.*

Mr. LEATHERWOOD. If the committee are interested in the historical aspect of these trails, the Oregon Trail and the Great Salt Lake Trail, I have here some descriptive matter in reference to these trails furnished me by the Congressional Research Bureau of the Congressional Library. It is a very interesting description of these various trails. I offer it and ask its insertion in the record, if you elect to do so, at the conclusion of my remarks.

(The statement referred to is as follows:)

PIONEER TRAILS WEST OF THE MISSOURI RIVER

See map contained in Chittenden, Hiram Martin: *The American Fur Trade of the Far West*. Shows the Oregon Trail in heavy black line; the overland trail in dotted line as far as the winter quarters of Stuart on the Platte River; and the Great Salt Lake Trail from its break with main route to Fort Bridger in broken black line.

See map contained in Inman, Henry: *The Great Salt Lake Trail*. Shows this trail as extending from Leavenworth, Kans., to Salt Lake City.

See map contained in Marcy, Randolph B.: *The Prairie Traveler*. Shows these various routes without naming them. A trail connecting the main route with Santa Fe is labeled the "Cherokee Trail."

The Oregon Trail.—From introduction by Edward E. Hale, jr., to *The Oregon Trail*, by Francis Parkman. 1910, page 15:

"* * * The Oregon Trail left 'the settlements' at Independence, Mo., turned first to Fort Leavenworth, now in Kansas, struck out for the Platte, and followed that river to the junction of the north and south branches. Here the trail took the north branch and came to Fort Laramie. * * * The Oregon Trail continued from Fort Laramie up the north branch of the Platte and crossed the Rocky Mountains by the South Pass, in Wyoming. The chief stations after that were Fort Hall and Fort Boies and Fort Walla Walla, in the present State of Washington. The end of the trail was the valley of the Willamette and Puget Sound."

The Overland trail.—From Coutant, C. G., *The History of Wyoming*, 1899, Chapter X.

"If Robert Stuart could have looked forward and realized that he was blazing the way for a new road across the continent * * * it would have cheered him in his lonely wanderings. * * * He will ever be known as the pioneer explorer of the Overland trail.

"* * * We must go back to Astoria, the starting point of the expedition. They went up the Columbia in canoes. * * * They kept along the Snake River for some distance, then crossed over the Bear River * * * On September 18, 1812, the little band again struck the Snake River * * * on the 1st of October they reached the Grand Tetons and soon they came into what is now Wyoming. * * * The journal kept by Mr. Stuart says that on the 11th of October they encamped on a small stream near the foot of the Spanish River Mountain. * * * On October 17 they passed two tributary streams of the Spanish (Green) River, close under the Wind River Mountains. * * *

"* * * They proceeded along a branch of the Spanish (Green) River and soon striking a large Indian trail they kept on it to the southeast. * * * The next morning they crossed the Continental Divide. Here they left the Indian trail * * * keeping on their course for 18 miles * * * The next day (October 21) they set forward, keeping to the northeast * * *

"On the 26th of October they steered east, northeast * * * This stream was the Sweetwater, but it had not yet been named * * *.

"They had now reached the North Platte, but having crossed the point of land on the north side of the Sweetwater, were not aware they had come upon

another stream. The crossing from the Sweetwater to the Platte is now considerably north of the place where Stuart and his party came over * * *.

"* * * They had been traveling for some distance through a pass of the mountains, keeping parallel with the river * * * they all at once came to where the river thundered down a succession of precipices * * * to which Mr. Stuart gave * * * the name of The Fiery Narrows.

"Those who are familiar with the country along the North Platte below the Sweetwater will recognize this winter camp of Robert Stuart's party. The bend of the river spoken of is where Bessemer is now located. The mountain across the river is Casper Mountain, and the little brook where Ben Jones and his party collected their meat is the lower Poison Spider Creek.

"* * * They passed down the north side of the Platte and within 20 miles came opposite to where Casper now stands. * * * They * * * at last reached a place where the river ran between rocky hills. * * * This was the Platte River Canyon. They kept on and finally passed the point where 22 years later Capt. William Sublette and Robert Campbell built their trading post, which was to become the historic Fort Laramie..

"* * * They looked out over the great plain. * * * It will be recognized that they were now in Nebraska. * * * The location of this camp was on the border of Wyoming, where the State of Nebraska joins. Some claim that the identical spot is Gering, and if so it would be just over the line in Nebraska.

"* * * They finally reached Grand Island * * * they entered on their journey down the Platte and soon reached the Missouri, and on the 30th of April they arrived at St. Louis * * *."

The Great Salt Lake Trail.—The Great Salt Lake Trail as discussed in the book of that name by Inman and Cody is apparently identical with route No. 4 outlined in detail by Randolph B. Marcy, in *The Prairie Traveler*, page 282, as follows:

"Leavenworth City: Three miles to Salt Creek; 12 miles to Cold Spring; 12 miles to Small Branch; $16\frac{2}{3}$ miles to Grasshopper Creek; $9\frac{1}{2}$ miles to Walnut Creek; 17 miles to Grasshopper Creek; $12\frac{1}{2}$ miles to Nemehaw, 2 miles above Richland; 11 miles to water holes; $10\frac{3}{4}$ miles to Vermillion Creek; $12\frac{1}{2}$ miles to Big Blue River; $17\frac{1}{2}$ miles to branch of the Big Blue; 15 miles to Turkey or Rock Creek; 19 miles to Big Sandy; 19 miles to Little Blue River; $18\frac{3}{4}$ miles to Little Blue River (camp is at the point where the road turns off from the creek); 15 miles to Little Blue River (road strikes the creek again); 19 miles to Elm Creek; 20 miles to Platte River; 15 miles to Fort Kearney; 17 miles to Platte River (road runs along the river to mail station at the crossing of Plum Creek, $16\frac{3}{4}$ miles farther); country described at various points $22\frac{1}{2}$ miles, then 23, then 14 miles along Platte River Valley; $17\frac{1}{4}$ miles to prairie slough; $15\frac{1}{4}$ miles to O'Fallons Bluffs; $16\frac{1}{2}$ miles to South Platte River; 17 miles along the river, then 8 miles to South Platte Crossing; 19 miles to Ash Hollow at North Platte River; points at $16\frac{3}{4}$, 17, $16\frac{1}{2}$, $18\frac{3}{4}$, and $17\frac{1}{2}$ miles along North Platte River listed, then 16 miles to Horse Creek; $14\frac{1}{2}$ miles along North Platte; 12 miles to Laramie; 10 miles along North Platte; 14 miles to Bitter Creek; $17\frac{3}{4}$ miles to Horse Shoe Creek; $20\frac{1}{2}$ miles to North Platte River; points at $20\frac{1}{4}$, 19, 16, and 13 miles named along North Platte River and then 23 miles to Red Buttes; points at 11, 15, 20, 12, 8, and 20 miles named on Sweetwater Creek; 17 miles to Strawberry Creek; $20\frac{1}{4}$ miles to South Pass; $15\frac{3}{4}$ miles to Dry Sandy Creek; 15 miles to Little Sandy Creek; 18 miles to Big Sandy Creek; $21\frac{1}{2}$ miles to Green River, Upper Ford; 7 miles to Green River, Lower Ford; 16 miles to Blacks Fork; 7 miles to Hams Fork; 12 miles to Blacks Fork; 13 miles to Smiths Fork; $18\frac{1}{4}$ miles to Fort Bridger; 19 miles to Bear River; 19 miles to Red Fork; $19\frac{1}{4}$ miles to Weber River; $5\frac{1}{4}$ miles to Spring Branch; 9 miles to Bauchmins Creek; 14 miles to Big Canon Creek; 6 miles to Emigration Creek; $10\frac{1}{4}$ miles to Great Salt Lake City. Total distance, 1,168 miles.

"MARGARET W. STEWART.
"RAYMOND MANNING."

STATEMENT OF MR. W. C. MARKHAM

Mr. MARKHAM. I represent the State highway departments.

The CHAIRMAN. Please state the character of your organization.

Mr. MARKHAM. The American Association of State Highway Officials. It is a State government activity, of the State highway departments and Hawaii. We are the people who have been sitting in with you all these years in Federal aid and getting that work done. I am not here to protest but simply to offer a word of explanation that I think is necessary, in view of the data that has already gone into the record. For several years we have been working on some method of uniform marking of highways for better travel and safety to the general public. You realize in your travels that in one State a certain sign means one thing and in another State something else. The work includes marking of highways as well as putting up safety devices. For two years we have had a special committee working on this. We have been unable to get them together until this year at our last meeting, and by a unanimous vote it was decided that the States which had certain methods would be willing to give up certain of the methods providing we could get together on something uniform. In order to coordinate, we have to have the Federal Government to sit in with us and settle local quarrels, and with that end in view we have asked the Secretary of Agriculture to create a joint board for this purpose, and that evidence has already gone into the record that he will do so, and we expect it to be done this week.

Now, the purpose behind this, to give you an idea of it, is this: The matter of safety is quite complicated, and I will not go into that discussion. The matter of directional signs, is that you travel on 23 and then 46, for instance. You will be able to start from Boston or San Francisco on the same number all the time. Each State will give up its special number that it now carries and have one number all the way, north, south, east, and west, on your main highways. In a number of these cases this number will take partly one trail and partly another trail. That is the idea we have now of this. There has been no definite decision except in a general way. I am putting this to you so that you will understand the general idea. The idea is that these historical trail organizations and other organizations, and there are 150 of them in the United States, each of them very much interested in their own affairs, will see that they are properly recognized, not on the numbers, because the numbers must stand by themselves, but there can be markers of a certain character along the highways all regulated by the States, so that those things will receive their proper recognition, and still the matter of guides and directional signs will be clear to those not interested in the historical part of it. In view of that situation, and the fact that we are working in your interest in this whole matter, the question simply comes to us in our own minds whether the Congress would want at this time to take any definite stand in recognition of any particular trail, in view of the fact that you will have 150 more after you for the same purpose, who will come in with their own designations, when in some cases they may not be exactly correct.

The question is, whether knowing that these things are going on, and it has taken us a time to get together on all those things, whether

we will not accomplish the purpose you are trying to arrive at without the necessity of Federal legislation that will create a great deal of extra work for this committee and probably not accomplish your purpose any better or as well as it would be by the method that is now approved by the State and Federal departments. There is plenty of law; the Federal highway act for the Bureau of Public Roads and the Secretary of Agriculture to cooperate in this work. Most of the States already have laws that will give that authority. Those that have not are now passing that legislation this winter. As a matter of general observation on the work in which you are all interested, I wanted to make this statement. I want to attach a news statement relative to the appointment and purposes of the board looking to the uniform numbering of interstate roads appointed by the Secretary of Agriculture to which I have referred.

A very important step toward the uniform numbering and marking of highways of interstate character was taken to-day when Mr. Howard M. Gore, Secretary of Agriculture, appointed a board, composed of officials from the Bureau of Public Roads and the State highway departments, to jointly prepare a plan and secure its adoption by the various States.

The members of this joint board with power to do this work are as follows:

Thomas H. MacDonald, chief of the Bureau of Public Roads, Washington, D. C., chairman; E. W. James, chief of design, Bureau of Public Roads, Washington, D. C.; A. B. Fletcher, consulting highway traffic engineer, Bureau of Public Roads, Washington, D. C.; Frank F. Rogers, State highway commissioner, Lansing, Mich.; C. M. Babcock, commissioner of highways, St. Paul, Minn.; A. H. Hinkle, superintendent of maintenance, Indianapolis, Ind.; James Allen, State highway engineer, Olympia, Wash.; Cyrus S. Avery, chairman State highway commission, Tulsa, Okla.; L. A. Boulay, director of highways and public works, Columbus, Ohio; O. A. Brown, State highway commissioner, Bismarck, N. Dak.; James A. French, State highway engineer, Santa Fe, N. Mex.; C. P. Fortney, chairman State road commission, Charleston, W. Va.; Frederick Stuart Greene, director of public works, Albany, N. Y.; W. O. Hotchkiss, chairman State highway commission, Madison, Wis.; John A. MacDonald, highway commissioner, Hartford, Conn.; C. H. Moorefield, State highway engineer, Columbia, S. C.; Robert M. Morton, State highway engineer, Sacramento, Calif.; B. H. Piepmeier, chief engineer, Jefferson City, Mo.; Henry C. Shirley, chairman State highway commission, Richmond, Va.; William G. Sloan, State highway engineer, Trenton, N. J.; William F. Williams, director of public works, Boston, Mass.

Commenting upon the very important duties of this board and the helpful results which will undoubtedly come from their action, Mr. Gore said:

"The Association of State Highway Officials has been giving earnest consideration to this matter for several years, and each State, as an individual unit, has been passing ordinances, erecting signs, eliminating railroad crossings, and using the generous space in the daily press to teach the public safety methods of highway transportation.

"There have been a number of safety council meetings and gatherings of various groups interested not only in highway safety, but in highway convenience, which have from time to time published their suggestions, but it has been found that there have been so many divergent views and conflicting ideas that the general public in traveling over the highways through the several States encounter considerable confusion because of the great variety of direction signs and danger signals.

"This move to coordinate the work of the various States through this governmental agency is just another proof that the Federal Government in its cooperation with the States is doing a vital work which would not otherwise be accomplished if entire dependence was placed upon the States themselves.

"This joint board will not only adopt uniform signs and danger signals to be approved by the States, but they will also number the main highways throughout the country. The purpose of this is to simplify traveling directions for the public so that a person traveling from New York through Chicago to San Francisco may be able to do so by following a certain number all the way. Then also every danger sign will mean the same in every State. It is believed that these measures will add much to the safety of the traveling public as well as to their

convenience and personal comfort. You would be surprised if you knew the additional expense met by the public in the unnecessary mileage traveled because of misdirection or no direction at all.

"Thirty-eight State legislatures are now in session, and while a few States have not legislation on their statute books to provide for this coordinating work, a vast majority already have that authority, and it is expected that the remaining States will gladly fall in line.

"This board is being formed at the unanimous request of State highway departments who have been studying the question for several years, and I am only too glad to cooperate with them in bringing about this much-needed national consideration of the great traffic demands for uniform traffic regulations throughout the country.

STATEMENT OF HON. ROBERT G. SIMMONS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA

Mr. SIMMONS. I will try to be brief, Mr. Chairman, but I can not forego the duty of asking this committee to assist me in keeping history straight, as far as it affects my western country of Nebraska. It is not my purpose to discuss the motive of those who made this history, nor the result of it, nor the honor that is due to those pioneers, except to suggest this to the committee, that after all how futile it is, how utterly impotent Congress is, to do anything that will add one bit to the honor and glory that belongs to the pioneers of yesterday in the Western States. Yet if Congress should attempt to do that and by doing it wipe out the record that belongs to some of these pioneers and give an undue preference to some that belongs to others, it could do great injustice to them. Forty years after the Mormons went through western Nebraska my father and mother came over a part of that trail and homesteaded in the extreme western part of Nebraska. There on what now appears to be almost the exact site of the Mormon Trail I was born. I have listened many times to my angel mother telling of the hardships, the heartaches, and the peril of it all, and God knows if we could add anything to it, or if we could relieve in any way the things that those who built the West suffered, I would be the least and last to oppose it.

I want to suggest not a question of policy to the committee, as Mr. Leatherwood has, but to raise this question for the consideration of the committee, the question of the Constitutional authority of Congress to pass this kind of legislation. I have investigated it briefly and we have authority to establish post offices and post roads. We have authority to regulate interstate commerce and to provide for the general welfare. But, certainly, it would be stretching the interstate commerce and general welfare clause of the Constitution a long way to attempt to include in that the question of naming highways.

The suggestion was made here the other day that the purpose of this bill was to settle disputed points of history. If this is a historical bill, then why are not some of the recognized historical authorities of the United States here advocating this legislation. So far as I know, outside of the proponents of the bill in Congress itself, the interested parties in this bill are members of certain Chambers of Commerce in certain of the far western States.

The fundamental error of this legislation is that it assumes that there is one "highway" crossing Nebraska, and it assumes that one highway has carried certain names, to wit Overland Trail, Mormon

Road, Emmigrant Road and Oregon Trail, whereas, as a matter of fact, there are two distinct highways throughout that western country, in so far as it affects Nebraska, and along which this trail proposes to go. I quote now from the "History and Stories of Nebraska," by Mr. A. E. Sheldon, secretary of our State Historical Society of Nebraska, and lecturer in the University of Nebraska, on Nebraska's history and institutions. He says:

"The Oregon Trail started from the Missouri River at Independence, Mo., ran across the northeast corner of Kansas, and entered Nebraska near the point where Gage and Jefferson counties meet on the Nebraska-Kansas line. It followed the course of the Little Blue River across Jefferson, Thayer, Nuckolls, Clay, and Adams Counties, then across the divide to the Platte River near the head of Grand Island in Hall County, then along the south side of the Platte River through Kearney, Phelps, Gosper, Dawson, and Lincoln Counties to a point 7 miles east of Big Springs in Keith County, where it crossed the South Platte and continued up the south side of the North Platte River through Keith, Garden, Morrill, and Scotts Bluff Counties, where it passes out of Nebraska and into Wyoming." Always on the south side of the main branch of the Platte River and always on the south side of the North Platte River. This trail is now marked in Nebraska by granite monuments as the Oregon Trail.

He says further: "In the far western part of Nebraska, and especially along the course of the Oregon Trail on the south side of the North Platte, the old wagon tracks still remain, and long ribbons of sunflowers still trace the route of the old trails across Nebraska."

He further says this: "The second trail across Nebraska starts from the banks of the Missouri River near Bellevue, and Florence followed up the north side of the Platte and North Platte Rivers to Fort Laramie in Wyoming, where it joins the older Oregon Trail. This was started by the Astorians in 1813. The Mormons made it a wagon road in 1847, and it was often called the Mormon Trail."

That is the trail Mr. Leatherwood pointed out following the north side of the river.

I now offer a statement from the school history of Nebraska by J. Sterling Morton and Albert Watkins as to these two trails and their names.

THE MORMON TRAIL.

In April, 1847, the first band of Mormons started westward to find a home beyond the mountains where they would not be molested in their religious teachings and practices. Including in this caravan and the ones following it during the next two years were several thousand people, hundreds of wagons, and a few thousand cattle. The Mormons developed a trail along the north side of the Platte River throughout the entire length of the State, from Florence to the northwest corner of Scotts Bluff County. While this trail was the main one used by the Mormons, they also followed other trails through Nebraska, including the Oregon Trail. These trails they marked by distributing sunflower seed, so that the growing plants would show the way to those who came after them. They settled in the valley of the Great Salt Lake, Utah, and are to be credited with the pioneer development of that country. (Taken from School History of Nebraska, by J. Sterling Morton and Albert Watkins, p. 70.)

Mormons started the first important travel over the Council Bluffs route in 1847, and it became general in 1849. This route was called the California road. (Outline of Nebraska History, by Albert Watkins, p. 31.)

I do not want to detract any credit from the Oregon Trail, but it followed the south side of the river while the Mormon Trail

follows the north side of the river. The unfortunate situation regarding the Oregon Trail folks is that when the State highway system was built through Nebraska it was built generally along the line of the Mormon Trail, and if you now name the Federal highway system through Nebraska the "Oregon Trail" as outlined in this bill with the exception of, possibly, three points, or not to exceed 25 miles, you are naming the highway following the Mormon Trail the "Old Oregon Trail," and you will not have 25 miles of the road anywhere near the line of the Oregon Trail as it is historically known to have been located. If you want the name of the Oregon Trail where it belongs; if you want the name of the Mormon Trail where it belongs, and deem that you have power to name highways, do so, but do not violate history.

Mr. ALMON. That is the answer. It is already known.

Mr. SIMMONS. Yes. Now, I will come to the practical side of it in order to bring to your attention a question that was raised properly by one gentleman of the committee at the session of last week, asking if this would create any discriminations between communities, towns, etc., that had the right to claim these designations.

It will be seen that along the general line now traversed by the present system of Federal-aid highways throughout part of Nebraska there were two distinct trails, one on each side of the river with different names, histories, and traditions.

So nearly as I can determine from material available to me here in Washington, the present system of Federal-aid highways along the Platte and North Platte Rivers in Nebraska runs from Omaha west along the north side of the river from Omaha until just east of the city of North Platte, where it crosses the North Platte River and runs west between the North and South Platte Rivers to Ogallala, thence it turns north, crosses the North Platte River and follows the North Platte River along the north side until it enters Wyoming, with the exception of between Broadwater and Bridgeport and Scottsbluff and Mitchell, Nebr., where it runs on the south side of the river. (This quoted from a map prepared by the National Highways Association, showing the system of Federal-aid roads, and is substantially correct.)

Federal-aid roads tributary to the above-described roads through Jefferson, Thayer, Nuckolls, Clay, and Adams Counties are contemplated or built.

It will be seen that no part of the system of Federal aid highways throughout Nebraska, now built and recognized as such, follows the line of the Oregon Trail from Kearney, west, except where it is south of the river in Morrill and Scotts Bluff Counties. For Congress to attempt to name the present highway, along the course described in this resolution through Nebraska, as the old Oregon Trail, is not fair to those cities and communities through which the Oregon Trail actually ran, and is a misstatement of history. There is now being established and contemplated a highway which, when completed, will run from the south side of the North Platte River near Broadwater, in Morrill County, thence west along the south side of the river through Bridgeport, McGrew, Melbeta, Gering, Haig, Lyman, and westward passing alongside of historic Chimney and Court House Rocks and through Mitchell Pass in Scotts Bluff Mountain. When this road is completed it will be along the exact line, almost, of the old Oregon

Trail. If any road in Nebraska would be entitled to that particular name, then the road along the south side of the river in Morrill and Scotts Bluff Counties should have it. As the western country develops, it is probable that other roads more nearly along the line of the old Oregon Trail will be built. When they are they will rightly come before Congress, should this resolution pass, and ask for a correct designation. The Congress of the United States would then be found busily engaged in naming and renaming highways, while such matters as farm, railroad, tariff, and revenue legislation waited.

I now present a resolution passed by the House of the forty-third session of the Legislature of Nebraska dealing with this resolution. It is as follows:

LEGISLATURE OF NEBRASKA, FORTY-THIRD SESSION—HOUSE RESOLUTION

Whereas there now pends in the House of Representatives in the Sixty-eighth National Congress, second session, since January 23, 1925, Joint Resolution No. 328, which seeks to provide for designating the route of the old Oregon Trail; and

Whereas the road designated in said joint resolution as the old Oregon Trail proposes to extend in the State of Nebraska through Fairbury, Hebron, Grand Island, connecting with the road from Council Bluffs through Omaha, Fremont, and Columbus, and thence through Kearney, North Platte, Lewellen, Bridgeport, and Gering; and

Whereas the old Oregon Trail, which originated at Missouri River points and traversed half a continent and was the route over which the "great migration" of covered wagons and ox teams went in 1843 and saved the Oregon country to the United States, and over which for many years the home seekers and empire builders went in great numbers and made a great producing territory out of what was formerly a wilderness; and

Whereas the United States has set aside as national monuments many battle fields and other historic spots in this country; and

Whereas the old Oregon Trail was more than a battle field and offered a great challenge to courage, for along its dusty course of 2,000 miles American citizens daily faced death without the gloss and glamour of war, the beating of drums, or the flying of flags, and saved a vast empire to the United States; and

Whereas this service has long been neglected, and the youths of our land have not learned of the heroic self-sacrifice of those intrepid pioneers who did so much for America; and

Whereas in order that this the "world's most historic highway" may be perpetuated in history and its traditions be kept alive for all time, and in order to show to the world that the American people are not unmindful of the sacrifices of our citizens and do recognize valorous deeds; therefore be it

Resolved by the House of Representatives of the State of Nebraska in legislature assembled, That we hereby memorialize and petition the Congress of the United States promptly to enact said Joint Resolution No. 328 into law.

SEC. 2. *Be it further resolved,* That the United States Senators and Representatives from Nebraska are hereby requested to lend their whole-hearted support to effecting the passage of said joint resolution.

SEC. 3. *Be it finally resolved,* That certified copies of this resolution be sent by the secretary of state to the chairman of the Committee on Roads of the House of Representatives in the National Congress, to the presiding officers of both branches of the United States Congress, to each of the United States Senators and Representatives from Nebraska, and to the President.

I hereby certify that the foregoing resolution was duly and regularly passed by the House of Representatives of the Legislature of Nebraska at its forty-third session by unanimous vote on the 29th day of January, 1925.

FRANK P. CURRIE,
Chief Clerk of the House.

The committee will note that the designation of towns has been somewhat changed in the resolution of the Nebraska Legislature from those named in J. R. 328. J. R. 328 names, among others,

Bayard and Scottsbluff. The Nebraska resolution changes these to Bridgeport and Gering.

From available historical data it is quite evident that Bridgeport and Gering are cities located on the actual line of the Oregon Trail. The cities of Bayard and Scottsbluff are across the river from the course followed by the Oregon Trail and are located on the Mormon trail. The same state of facts as to Scottsbluff and Bayard applies to the cities of Kearney, North Platte and Lewellen, named in both resolutions. Unfortunately for North Platte, it is located on ground which appears to have been between these two trails, but not on either one.

I have here a resolution of the Chamber of Commerce of Gering. I might add that I was born on the north side of the North Platte River went to grade school in Gering on the south side, graduated from the high schools at Scottsbluff, practiced law in Gering, and now Scottsbluff is my home.

(The resolution referred to is as follows):

It will be noted that this resolution adds and changes other designations in the bill. Naming some historical places through which no "Federal aid system" of highways are built.

RESOLUTION

Whereas at a regular session of the Gering Commercial Club, held at Gering, Nebr., on February 4, 1925, House Joint Resolution No. 328, designating the route of the old Oregon Trail was called to the attention of the said Commercial Club; and

Whereas the attention of said Commercial Club is called to the designation of Bayard and Scottsbluff as Nebraska towns on said Oregon Trail, which said towns are on the north side of the North Platte River; and

Whereas all permanent markings of the old Oregon Trail from Lewellen, west, are on the south side of said North Platte River: Be it

Resolved by the Gering Commercial Club, That the House of Representatives of the Sixty-second Congress be respectfully requested to amend said joint resolution No. 328 as follows: At page 3, at line 16 thereof, after the word "Platte," the following towns and historical monuments be designated and substituted for the words Bayard and Scottsbluff of said line 16: "Ash Hollow, Camp Clark, Bridgeport, Chimney Rock, McGrew, Melbeta, Gering, Mitchell Pass, and Lyman;" be it

Further resolved, That a copy of these resolutions be forwarded to the Hon. R. G. Simmons, Congressman for the Sixth District of Nebraska; Hon. R. B. Howell, and Hon. George W. Norris, Senators from Nebraska, and the Nebraska State Historical Society, Lincoln, Nebr.

Respectfully submitted.

GERING COMMERCIAL CLUB,
By T. C. PALMER, *Chairman*.
C. O. LYDA,
L. E. COTTLE,
Committee on Resolutions.

I now submit for the benefit of the committee the letters that accompanied said resolution from Mr. Lyda, mayor of the city of Gering.

I also present a letter from O. E. Adcoch, of McGrew, Nebr., a merchant of that city actively engaged in promoting its welfare and protecting its interests.

I also present a letter from Hester Ruckman, secretary of the Associated Chambers of Commerce of the North Platte Valley, directed to Mr. Adcoch, to whom reference has just been made.

Likewise a letter from Otto Wellam, chairman of the Hyman Community Club, regarding this bill.

FEBRUARY 4, 1925.

Hon. R. G. SIMMONS,

House of Representatives, Washington, D. C.

DEAR SIR: I am inclosing herewith a copy of a resolution passed at a regular meeting of the Gering Commercial Club on February 4.

Your attention has no doubt been directed to House Joint Resolution 328, and the designation of the towns in this valley as being on the Oregon Trail. As you no doubt know, all monuments from Bridgeport, west, are on the south side of the North Platte River, and that the Oregon Trail passes directly through Bridgeport, McGrew, Melbeta, Gering, and Mitchell Pass.

It is the sentiment of the Commercial Club of this city that the designation indicated in the Joint Resolution No. 328 is entirely erroneous and misleading, since all historical references on the Oregon Trail specifically mention Chimney Rock and Mitchell Pass, both of which points would be entirely missed in following the north side highway. It is also the intention of the county commissioners and the people of the south side to complete the Oregon Trail highway and put it into shape as soon as possible. I am sure it is the sentiment of the people of the south side of the river, from Bridgeport, west, to the State line, that the designation indicated in Resolution No. 328 is entirely unjust and improper, and unfair to the south side.

We are, of course, claiming nothing more than we feel we are entitled to, and we do feel we are clearly entitled to the amendment suggested in this resolution. It is my understanding that the Mormon Trail passed through the towns of the north side, and might be so designated in the resolution if they desire.

Yours very truly,

CURTIS LYDA.

P. S.—You probably know that Gering has already celebrated Oregon Trail Day two years and expects to make it an annual event.

FEBRUARY 9, 1925.

Hon. ROBERT G. SIMMONS.

DEAR SIR: At the last regular meeting of the Associated Chambers of Commerce of N. P. Valley. They placed myself as chairman of the committee on the Oregon Trail Road, from Bridgeport to Lyman, Nebr.

It has come to my attention to-day that if something is not done at once that we are going to be up against real fight in getting the Oregon Trail Road on the south side of the North Platte River in Morrill and Scottsbluff Counties.

Wish to call your attention to House Joint Resolution 328 introduced by Mr. Smith on January 23, 1925.

You will find on line 16 that this resolution has stated that the Oregon Trail comes from Kearney, North Platte, Lewellen, Bayard, and Scottsbluff.

Now, I am sure that you know this is not correct in Morrill and Scottsbluff Counties, as it comes on the south side of the river from Bridgeport to Chimney Rock, McGrew, Melbeta, Gering, Mitchell Pass, and Layman. As you will remember also that all of the old landmarks such as Chimney Rock, Castle Rock, and Scottsbluff Rock are along this route as well as all of the Oregon Trail monuments, that was put there to remember that trail by at a great cost to the Government and the people, and why should all of this be wasted now by some bill that does away with them.

This is also the route that Mr. Ezra Meeker has worked and planned on for a great many years and in all fairness to Mr. Meeker and his work will you not try and get this Resolution 328 changed to read on line 16 from Bridgeport to Lyman on the south side of the North Platte River as marked by him.

We as a committee on this Oregon Trail Road in Morrill and Scottsbluff Counties, are going to see to it that this road is graded and put up in good shape this year of 1925.

May we ask your help and cooperation in this matter?

Very truly yours,

O. E. ADCOCK.

FEBRUARY 5, 1925.

Mr. O. E. ADCOCK,
McGrew, Nebr.

DEAR MR. ADCOCK: At the Associated Chambers of Commerce meeting, held in Scottsbluff, Thursday, January 29, the following recommendation made by the good roads committee was approved by the Associated Chambers:

"We recommend that the road on the south side of the river, generally known as the Oregon Trail, be built from Bridgeport through Gering, Lyman, Yoder, and ending at Lingle, Wyo.; that for the purpose of securing as much work to be done on this proposed road as possible during the year; that the work be divided into three sections. Each section to be in charge of a separate committee.

"We recommend that the first section extend from Bridgeport to the point west of Gering, where the road will intersect at the present State highway in Mitchell Valley. That the work to be secured on this section of the road be in charge of the following committee:

"O. E. ADCOCK (McGrew).

"A. B. WOOD (Gering).

"T. F. NEIGHBORS (Bridgeport).

"ALBERT DUTTON (Melbeta)."

Yours very truly,

HESTER BUCKMAN,
Acting Secretary.

LYMAN COMMUNITY CLUB,
Lyman, Nebr.

The Hon. ROBERT SIMMONS,
House of Representatives, Washington, D. C.

DEAR SIR: Having noticed that Congress has passed on the location of the Oregon Trail Federal road, and the same has been designated on the north side of Platte River from Scottsbluff to Torrington, instead of up the south side as the historic trail leads, and as marked with marble and granite slabs several years ago by the State of Nebraska; the Lyman Community Club at their last meeting held February 9, by a unanimous vote instructed their secretary to write you asking you to use your influence to have this highway placed where it might truly bear the name of Oregon Trail instead of having it commercialized by the towns on the north side of the river, thereby taking the historic value away from this famous old route to the Pacific.

Hoping for an early reply and your hearty cooperation in this matter, we are,

Yours very respectfully,

OTTO WOLLAM,
Chairman The Lyman Community Club.

The committee now faces this situation. By common consent my people have said the road on the south side of the river shall be the old Oregon Trail. This resolution asks you to step in and say the road along the north side shall be the "old Oregon Trail" because, at the present time that is where the Federal highway is. You can not change it and put these cities in the bill because at this time they are not on the Federal highway system.

I hold in my hand also an editorial from the Kearney Democrat, published in the city of Kearney, just west of Grand Island, regarding this resolution, outlining the difficulties attendant upon this sort of legislation, and making certain suggestions regarding the disposition of this legislation. I call the committee's attention to the last two paragraphs of it:

[The Kearney Democrat, Thursday, February 5, 1925]

A THOUGHT ON NATIONAL HIGHWAYS

Addison T. Smith, Representative in Congress from Idaho, has introduced a bill providing for the establishment of a highway, to be known as the old Oregon Trail, extending from Independence, Mo., and Council Bluffs, Iowa, to Seaside, Oreg. This highway, according to the wording of the bill, is to follow "as closely

as economic and topographic conditions will permit, the route traveled by the pioneers in their journeys westward to the Oregon country." Also, it is to coincide, "as near as may be, with the system of Federal-aid highways through said States." This is to be set aside as the "world's most historic highway" in commemoration of the valor of the pioneers who followed its westward course.

All honor to the pioneers and their historic trail! They are entitled to all the homage we can give. The old highway should be permanently marked, that its significance may be not lost to posterity. But let us look at this proposition from a dollars-and-cents point of view.

The transcontinental highways are established, according to their proponents, for two principal purposes—first, to carry the great flood of auto travel that yearly crosses the continent, and, second, for military purposes in case of war. For either of these uses three great highways—a northern, a central, and a southern route—with frequent north-and-south feeders, should be sufficient. As conditions are now, every town in the country feels that it is entitled to a "transcontinental" highway. The result is a network of roads, often unnecessarily close, each with its own organization, and each vying to bring more travel over its route, thereby proving that it is entitled to more money for upkeep. True, these highways serve a purpose locally, but for that purpose they should be handled as part of the local highway system, without the expensive construction and upkeep required on a highway traveled extensively by tourists. We have in Nebraska the Lincoln Highway and the D. L. D. traversing parallel routes throughout the entire length of the State, frequently within a few miles of each other. Either could handle all the through traffic, and, for military purposes, one would be just as useful as the other. Yet the taxpayers are compelled to support two through highways, traversed largely by tourists.

The proposed old Oregon Trail would parallel the Lincoln Highway throughout Nebraska and Wyoming. Over portions of the way it would use the same road; but in places where it formed a separate highway as soon as the route had been designated, towns through which it passed would endeavor to draw the travel their way. They would make expensive and unnecessary improvements and the increased travel would necessitate more expensive upkeep.

The highway system of the country may be classified under three divisions. First, there should be a system of national trails to carry interstate traffic. These should have the best construction and upkeep that conditions will permit, and should be supported largely by the Federal Government, for they are of benefit to the whole country. Second are the roads that radiate from every town and city and over which the rural population gains access to the trading centers. These are of benefit locally, but the linking of them would form a great secondary highway system connecting the towns and cities. Then, third, are the lanes and roads that reach out to the individual farm homes and smaller communities throughout the country. If such a system of highway development were followed, much duplicating of expense would be eliminated.

Congressman Smith's proposal that we establish a monument to the pioneers of the Oregon Trail is praiseworthy, but that the monument should take the form of a national highway, over a route that is already supplied with one, would start a chain of needless and ever increasing expense.

Let us devote our energies toward maintaining the few national highways that are essential to the development of the country, and eliminate as far as possible those that unnecessarily duplicate the expense.

I submit to the committee another thing: By common consent of the American people the first great overland highway has been named for Abraham Lincoln, named by an association headed by a man named Joy, of the Lincoln Highway Association, maintained by popular subscription. They have named this highway the whole length of the United States, and placed their markers, and it is known nationally by the name of the Lincoln Highway. The Lincoln Highway from the city of Omaha to the town of Ogalalla, is the present Federal aid highway system. It is a part of it. They have adopted that road. It goes through that section of Nebraska. From Omaha to Ogalalla, 300 miles or more, this bill wipes out by legislative mandate the designation of the Lincoln Highway. You will have in America two Lincoln Highways, east and west, cut in

two like a caterpillar, one from Omaha east and from Ogalalla going west. That will be the practical effect of this bill if its mandate is carried out.

Mr. MANLOVE. Your idea is that the Federal Government has helped the Lincoln Highway to be built with separate funds appropriated for that purpose?

Mr. SIMMONS. No, sir; the Lincoln Highway was first designated, and I speak purely from memory, by this Lincoln Highway Association. It was the first automobile highway directly named.

Mr. ALMON. Long before we had Federal aid?

Mr. SIMMONS. Long before we had Federal aid.

Mr. MANLOVE. I thought the gentlemen referred to the fact that the Federal Government helped to construct it.

Mr. SIMMONS. The Federal system uses the same highway previously designated Lincoln Highway. The Lincoln Highway has been changed to conform to the Federal aid system of highways in some points, but from Omaha to Ogalalla, every city of that community is on the Lincoln Highway with its marking maps and designations, and those cities are known from coast to coast as Lincoln Highway cities. What right has Congress to take that designation from them? You are doing another thing. This highway from Ogalalla across the North Platte River and following that line of towns into Wyoming has been named by these people as the North Platte Valley Highway, following the line of the river. What right or power has Congress to change those designations?

Mr. ALMON. How many miles of the Lincoln Highway would we destroy or take out of it by passing this bill?

Mr. SIMMONS. Over 300 miles. If there is any effect to the mandate of this bill at all, that is the effect of it.

Mr. MANLOVE. There are many of these highways that would traverse other highways. Why would it destroy the name Lincoln Highway if they had running over that highway some other designated highway?

Mr. SIMMONS. This bill is mandatory that the highway shall be known as the Oregon Trail. There you involve another situation that I may suggest to you. My people, without knowing this situation, asked me to support this bill, at the suggestion of Mr. Meacham, secretary of the Chamber of Commerce of Baker, Oreg.

Mr. SINNOTT. Mr. Meacham is president of the Oregon Trail Association.

Mr. SIMMONS. He has been sending telegrams into Nebraska getting people to wire me to quit my opposition to this bill. Now, from Omaha to Lincoln and Hastings there is the D. L. D. Highway. I have suggested to some of my people that there is nothing to prevent the Lincoln Highway turning their designation on to some other highway.

Here is something that will involve a question for the lawyers of this committee. The Legislature of Nebraska in 1922, as you will find in section 8333 of our Compiled Statutes for 1922, specifically describes these highways by cities and says that they shall be hereafter known as "State highways." If the Legislature of Nebraska has named these "State highways" and says that that shall be their

names, what right has Congress to say that they shall be known as the Oregon Trail?

Here is one other proposition. Several years ago Mr. Meeker, referred to in the hearings and in the printed data, went through Nebraska and other western States agitating in the interests of the old Oregon Trail. As a result in part of that, the Legislature of Nebraska in 1911 appropriated \$2,000 to mark the Oregon Trail throughout the State of Nebraska. They authorized monuments to be erected under the supervision of the State surveyor of Nebraska, the State chapter of the Daughters of the American Revolution, and the secretary of the Nebraska Historical Society, from whose history I quoted. Now, what have they done? They started on the State line between Wyoming and Nebraska on the south side of the river. Going down through that country, at reasonable intervals, are granite monuments marking the outline of the Oregon Trail. In Mitchell Pass between Gering and Haig, on the south side of the river opposite the town of Scottsbluff, just 30 feet south of the plain ruts that are still there of the Oregon Trail, is one of these monuments, and following down the south side of the river by Chimney Rock and throughout the State. If this bill becomes a law, Congress will have said that the Oregon Trail is on the north side of the North Platte River. The State of Nebraska has appropriated money to say it is on the south side and has placed markers there to perpetuate its location.

Mr. ROBSION. I understand the resolution of your legislature wants it to be on the north side.

Mr. SIMMONS. The resolution of the Legislature of Nebraska specifically does this, asking that it be put on the south side of the river as to Bridgeport and Gering.

Mr. ROBSION. Part of the way, and on the north side part of the way.

Mr. SIMMONS. Yes, sir; there is a road there, but it is not a Federal-aid highway, as I understand it.

I have gone into details on these matters partly because I do not want an injustice done to any town in the district that honored me by sending me to Congress, and I do not want Congress to attempt to settle history in our Western States.

Mr. ROBSION. Did I understand your statement that that commission provided by your State to designate the Oregon Trail did mark it entirely and throughout on the south side of the Platte River?

Mr. SIMMONS. In the western end of the State, where I know where the markings are, they are all on the south side. I have quoted from Mr. Sheldon, secretary of our historical society. I quoted from the History of Nebraska, in which he says that the Oregon Trail is entirely on the south side of the river. The highways that you propose now are entirely on the north side of the river, except about 15 miles from south of Broadwater to Bridgeport, and a small strip of a few miles between Mitchell and Scotts Bluffs here, where the State highway crosses the Platte River, and down in Keith County, the old Oregon Trail and the present State highway might have crossed, but about that I do not know.

Mr. ROBSION. The chairman suggested that these hearings might be closed to-day.

Mr. SIMMONS. I have nothing further except this, that throughout this data which Mr. Leatherwood has offered the committee has ample proof that the Oregon Trail never was on the north side of the river. Those minutes recognize it always by referring to the older Oregon Trail on the south side, and the statement is also made in there that the present line of the Union Pacific Railroad, that is paralleled by our State highways in Nebraska, is built mile after mile on the exact ground followed by the Mormons.

All of which rightly presents the errors of the proposed resolution and the difficulties which this committee and Congress faces in attempting to name a long-connected "system of Federal-aid highways" by any name, more especially a historical name that has a direct significance and location and historical value.

I have thus gone at length into this matter sincerely trusting that in the event the committee deems this resolution of sufficient importance to be passed by Congress, it will correct the historical inaccuracies of the present resolution and report a resolution naming a highway along a properly designated route or properly designating by the proper historical names the proper highways.

I am grateful to the committee for its kind consideration and attention.

(Thereupon the committee adjourned to meet again at the call of the chairman.)

COMMITTEE ON ROADS,
HOUSE OF REPRESENTATIVES,
Saturday, February 21, 1925.

The committee met at 10 o'clock a. m., Hon. Cassius C. Dowell (chairman) presiding.

The CHAIRMAN. The committee will come to order. We have met this morning for the further consideration of House Joint Resolution 232, House Joint Resolution 328, and Senate bill 2053, in reference to what is known as the old Oregon Trail.

Representative Colton, of Utah, is present and may now be heard.

STATEMENT OF HON. DON B. COLTON, REPRESENTATIVE IN
CONGRESS FROM THE STATE OF UTAH

Mr. COLTON. Mr. Chairman and gentlemen, those who have preceded me in the discussion of this subject have covered the ground so fully that it seems useless for me to repeat what they have said to any great extent.

There is a matter, however, at the beginning of my remarks to which I want to call attention. It is largely peculiar to my State, and in one sense of the word is a sensitive point.

I do not question the motive of any gentlemen who are advocating this measure, nor any statement that has been made, but I do realize that one or two statements, and particularly an inference that may be drawn from a question that was submitted during the discussion, might leave the wrong impression regarding many of the residents of my State. It was inferred that the trail which was blazed by the Mormon people in that great pioneer exodus of 1847 ought not to be considered, because the people were going to a foreign country

and renouncing their allegiance to this, and in that way were, in a measure, hostile to this Nation. Such was absolutely not the case.

In 1846, that people, having been driven from their homes in Illinois, were camped all the way across the present State of Iowa, and had their western camp on the banks of the Missouri River. Their motives, even at that early date, were questioned, and in reply to an official letter, Brigham Young, the leader of that van, made this statement—and I quote from a history of the Mormon people; in fact, this quotation is found in a number of histories:

We also further declare for the satisfaction of some who have concluded that our grievances have alienated us from our country, that our patriotism has not been overcome by fire, by sword, by daylight nor by midnight assassinations which we have endured; neither have they alienated us from the institutions of our country.

Should hostilities arise between the Government of the United States and any other power, in relation to the right of possessing the territory of Oregon, we are on hand to sustain the claim of the United States Government to that country.

It is geographically ours, and of right; no foreign power should hold dominion there; and if our services are required to prevent it, these services will be cheerfully rendered according to our ability. We feel the injuries that we have sustained, and are not insensible of the wrongs we have suffered; still we are American.

This declaration voiced the sentiment of practically that entire band.

That was in 1846. That same year, a special representative, Jesse C. Little, was sent to Washington, authorized to offer the services of that people in building roads and outposts all the way to Oregon. It was felt that a mutual arrangement could be worked out whereby these people could help the Government in its trouble not only with Mexico but also in its efforts to secure the territory of the Northwest. At the same time it would also be helpful to these people in traveling westward.

They were starting for the Salt Lake Valley, or, in the language of their leader, that they would find a place in the West "within the basin of the great Salt Lake or Bear River Valley." Continuing the quotation:

Believing that to be a point where a good living will require hard labor, and consequently will be coveted by no other people, while it is surrounded by so unpopulous but fertile a country.

And, I may say parenthetically, that they gained their information of that country largely from Gen. John C. Fremont, who in 1843-44 explored much of the western country.

Mr. Little came to Washington and submitted his proposition to the Government of the United States. He was helped in his work by the Governor of New Hampshire, and by no less a personage than Sam Houston, of Texas, who called with him on President James K. Polk. While detailed arrangements seem never to have been made, an officer of the United States Army was sent to the Mormon headquarters early in 1846.

They were asked to furnish a band of volunteers to fight in the war with Mexico. It was expressly provided that every man enlisted should be a volunteer. Hurried council meetings were called, and within a short time 500 men, young, able-bodied men volunteered to serve their country in time of war, and were enrolled. That band is known in western history as the Mormon Battalion.

And, may I say, inasmuch as this question has been raised, that an old flag, the Stars and Stripes, was brought out and hoisted to the top of a tree, and under the folds of that flag these enrollments or enlistments were made. I submit, gentlemen, that such actions are not consistent with or even squint at disloyalty.

The band started on its trip. The officer who commanded that expedition, Col. St. George Cooke, in Order No. 1, issued from the headquarters of the battalion at San Diego, Calif., under date of January 30, 1847, said:

The lieutenant colonel commanding congratulates the battalion on their safe arrival on the shores of the Pacific Ocean and the conclusion of their march of over 2,000 miles. History will be searched in vain for an equal march of infantry.

No other infantry march of such distance is recorded in history, not even Donovan's march, because Donovan's march, proper, began at Santa Fe, and the return trip of that expedition was made by boat.

Mr. Chairman, the Mormon Battalion did much toward the winning the war with Mexico and adding the great Southwest part of the United States to our country.

Those that were invalided on that march to Santa Fe, and the few women of the expedition, were required to winter at Pueblo, Colo., in the winter of 1846-47, and early in the spring they joined the band of pioneers on their march westward. They reached Utah a few days after the first company of pioneers. The other members of the battalion went on through to California.

May I pause, Mr. Chairman, to say that from a personal standpoint this has a personal touch with me. My own grandfather was in that battalion. His wife, my grandmother, had a brother, two brothers-in-law, and two sisters in that band. I may say my forebears fought in the Revolutionary War. I have relatives who have fought in every war in which the United States has been engaged. And naturally I resent any inference that there has ever been any move of disloyalty toward the United States by the people of my State, irrespective of religious beliefs.

As I remarked the other day, almost the first act which the Mormon people performed when they reached the Salt Lake Basin was to take possession of that great territory in the name of the United States. A mountain now known to every Utahan bears the name of Ensign Peak. In July, 1847 from its top they unfurled the Stars and Stripes. Our flag has been unfurled there ever since.

So I say when legislation is proposed which seeks to wipe out the trail of that brave band of pioneers, it naturally causes some resentment.

I have thus gone into detail, Mr. Chairman, to show you that the Mormon Trail should be recognized as one of the great trails of this country. It was separate and distinct from the Oregon Trail practically all the way to Fort Laramie, Wyo. The trail proposed in this legislation most of the way across Nebraska does not follow the route of the old Oregon Trail but in fact follows the Mormon Trail for a large part of the way, and yet following this latter trail they seek to attach to it the name of the Oregon Trail. It will therefore be seen that for the larger part of the way across Nebraska it is not historically correct.

Further than that—and I want to say I have no thought of taking from the glory of any pioneer movement; there is glory enough for all. All of those people who blazed any of those trails into the western country are deserving of the highest credit. Even the early trails of the missionary and explorer ought not to be forgotten. If it had not been for them no emigrant would later have gone. If you commence to pick out one movement and set it above the rest, where will you land? You are bound to cause ill feeling.

Why build a monument or name a great highway in honor of one particular band; why wipe out parts of the Lincoln Highway and wipe out the Mormon Trail and the emigrant trail, and a great many other trails?

I hold before me now, Mr. Chairman, a map which shows the trails of all the early explorers of this country. Every part of the United States has sacred traditions relative to its pioneers. If you start out on a policy such as this bill contemplates where will you end.

I am opposed to this measure. In the closing hours of Congress the United States may be committed to a policy, the end of which no man can see. This country may be committed to a policy of naming its systems of highways and roads in honor of great emigrant movements. If you inaugurate that policy, where are you going to stop?

Captain Bonneville, for whom the great but now extinct inland sea which now bears his name, went through the very country that is now known by some, for at least part of the way, as the Oregon Trail. While it was not an emigration movement it was a great discovery movement. Gen. John C. Fremont and many others went up there. I say, every part of the United States could very well be covered by highways and named in commemoration of great pioneer events.

So, as I see my time is about up, I want to say in conclusion that I am opposed to this measure, first, because it is not historically correct; second, because it seeks to have the Government embark on a policy that is fraught with at least grave consequences; and more particularly because by legislation it would wipe out other trails that were equally entitled to recognition. It may also do great harm to certain sections of the country by diverting traffic away from one route at the expense of those residing on another. I realize in a measure this view is materialistic and not sentimental, but those things have to be considered. If all of the other historical trails are obliterated and merged into one, travelers will more likely feel inclined to follow that one, whereas if these roads are marked and numbered, no particular section is favored above any other. The people of my State are spending large sums of money on their road-building program. They are working hard for through roads running north and south and east and west. These roads are full of historic interest and in many places pass through wonderful scenery. They have been built for the purpose of inducing tourists to come through our State. This legislation would have a tendency to divert many over other routes. Let us give every State and every community a square deal. Let each one stand on its merits.

Mr. Chairman and gentlemen, the pioneers of my State started out under adverse conditions, more adverse, I believe, than any other pioneer movement that ever went westward. Their trail from the Mississippi River to the great Salt Lake Basin is marked by the graves,

unmarked in many cases, of those who died on that memorable journey. They were seeking a home in a land forbidding and dry.

The pioneers of Utah were the first of the Anglo-Saxon race to prove that irrigation can be successfully used in reclaiming arid lands. They gave to our race the first conclusive demonstration that homes can be built and great communities supported in sections that must rely upon irrigation for its crops. Some day a great monument will be built in commemoration of this great event. Supposing it shall be conceived that that monument shall be a highway, where will we go? You have, if this legislation passes, appropriated the trail blazed by those pioneers and provided that it shall be known as the Oregon Trail. I am only citing this that you may see, gentlemen, that the passage of this measure is fraught with grave consequences.

Hundreds of the pioneers of Utah crossed the entire distance from the Missouri River, pushing handcarts all the way. It was their only means of going. The trail they blazed is as sacred and worthy of being perpetuated as any trail ever made.

I have in my hand now a letter from one of the best historians of the West, Andrew Jensen, who lives in Salt Lake City. This man expects to make a trip next summer, and with the aid of the historians of Iowa, Nebraska, and Wyoming, mark out, as nearly as can be done, the old Mormon Trail.

It has been attempted before, and has been done with some degree of accuracy, but with additional light he hopes to make it plainer, and mark out as nearly as possible the trail and camping places.

With this idea in view, Mr. Chairman, and with the possibility that we may do others a wrong—aye, with the certainty almost of doing others wrong—I say to you why not wait? When we act let us do so with the certainty we are right. This bill is not necessary as a monument to the pioneers of the great Northwest. Their enduring monument is already builded.

It has been brought to the attention of this committee that the Department of Agriculture and the various highway commissions of the States are now engaged in a scientific plan of marking out highways and numbering them. Why not wait until we see what they have done before we pass this bill, naming this great highway the Oregon Trail?

Men who have given years of study to this proposition are about ready to submit a practical plan of numbering and marking the highways of America. Members of Congress have no time to take this work up in detail as others have. Let us wait until they have submitted their plan, then if it is not suitable there will be time enough for Congress to embark on a policy of naming roads and marking them.

I appreciate the time you have given me, Mr. Chairman and realize that in the busy hours of the closing days of Congress, committees do not have much time to meet. I thank you for your patience in listening to all that has been presented and earnestly hope you will not pass this measure at this time.

The CHAIRMAN. I think full consideration has been given to the opposition, and the chairman has not been advised of any others who desire to be heard in opposition to the legislation.

Mr. Sinnott is here. He represents those who favor the legislation, and I think it is only proper that he be given an opportunity to present anything he desires to present in closing the hearing.

STATEMENT OF HON. NICHOLAS J. SINNOTT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. SINNOTT. Mr. Chairman, for the benefit of those members of the committee who were not here before, and who are here to-day, and who did not hear my remarks at the beginning of these hearings. I want to recapitulate very briefly our claims for special congressional designation of the Oregon Trail.

We do not contend for congressional designation of the Oregon Trail because we are representatives from the State of Oregon. The State of Oregon got its name from the Oregon Territory, comprising Oregon, Washington, Idaho, and parts of Wyoming and Montana. All that country west of the summit of the Rocky Mountains, where the rivers flow to the west, was called in the days we are considering the Oregon country.

I want to compliment Mr. Leatherwood and also Mr. Colton for their magnificent and eloquent presentation, and fair presentation, I may say, apart from possibly a few errors. I want to compliment them for the manner in which they have presented the claims of Utah and the claims of the Mormon trail.

I do not want to take away any of the glory from the pioneers of Utah or from the Mormon trail. They had their hardships and their tragedies and their heroism, as all those did who helped to make the western country. The Mormon pioneers had a great praiseworthy and glorious share in the upbuilding of the State of Utah and also other States.

Indeed, the West to-day owes a debt of gratitude to the Mormons in that they showed us how to irrigate the arid West, the arid West of which somebody has said, "We have watered it with our tears." It is not my purpose to make invidious comparisons nor to disparage the achievements of others.

Our claim for immortality and for an imperishable name for the Oregon Trail lies in the fact that the Oregon Trail and the Oregon pioneers were the great factors that gave to us the Oregon country long before the Mormons in 1847 took the trek that landed them in the Salt Lake Basin.

The Oregon Trail was blazed by the pioneers in the covered wagon long before 1847, the year of the advent of the Mormons into Utah.

I merely state this as an historical fact with no purpose to deprecate or to underrate the courage, heroism, or achievements of the Mormon pioneers.

In my former talk I did not refer to a date subsequent to the exodus of the Mormons to the Salt Lake Basin. I laid my claims for congressional designation of the Oregon Trail to the fact that in 1843, in 1844, and in 1845 the Oregon pioneers blazed this trail to the West. Thousands crossed the trail after these dates, but in these years alone, measured by results, the Oregon Trail won its great renown as a State and Nation developer.

The treaty with Great Britain whereby we secured the Oregon country was signed in 1846, and it is my claim that had not these

Oregon pioneers blazed the trail to the West and settled the Oregon country, by American citizens—from Missouri, from Iowa, from Tennessee, from Kentucky, and other States—that that territory might to-day be British territory.

Mr. Leatherwood has laid down three propositions: First, that the Oregon Trail was not designated and was unknown prior to 1851; Second, that few traveled the Oregon Trail prior to 1847; third, that there were other trails of equal importance in the West.

Mr. Chairman, I hold in my hand one of the great American classics, written by the historian Parkman, the title of which is "The Oregon Trail," published in the Knickerbocker Magazine in February, 1847, with the title "The Oregon Trail, or a summer journey out of bounds." Then tell me that the Oregon Trail was not designated and was unknown until 1851!

Why, in that very diary Mr. Leatherwood cited of the Mormon expedition in 1847 they referred to the Oregon Road.

He laid down another proposition, as I recall it, and said those who went to Oregon before 1847, the year of the Mormon immigration, were few in number.

It seems to me he stated that in that Mormon expedition—was it 240 or 400 that reached Salt Lake?

Mr. COLTON. Do you mean the first one?

Mr. SINNOTT. The one in 1847.

Mr. COLTON. There were not 400. In the very first party that reached there in 1847, I think, there were only 143. In 1847 there were more than that undoubtedly, but that was the advance movement.

Mr. SINNOTT. I have some historical citations here, I shall read them, showing that in 1843 between 800 and 1,000 American citizens reached Oregon.

Mr. COLTON. Will you pardon me for interrupting?

Mr. SINNOTT. Certainly.

Mr. COLTON. There were others who came in 1847. I only referred to the first ones.

Mr. SINNOTT. These historical citations further show that in 1844 there were some 1,400, and that in 1845 there were between 3,000 and 3,500 American citizens who went over the Oregon Trail; so that in 1845, before the treaty was signed with Great Britain, there were between five and six thousand American citizens who had gone over the Oregon Trail and who were in Oregon to encourage, strengthen, and embolden the arm of the American Government in demanding its rights in the Northwest Territory—the Oregon country.

As I told you before, beginning in 1836 the few Americans who were there appealed to the Federal Government for recognition. They sent petitions to the Congress reciting the fact that they were the germ of a great empire and a great State, and that they wanted to be taken over. They wanted the United States to assert its claims to the Oregon country. Our Federal Government and our Presidents were timid about this great question; they were afraid vigorously to assert our claims; they were only emboldened aggressively to assert our claims when they found in 1845 that 6,000 American citizens who had trekked across the Oregon Trail were there to strengthen and uphold the hands of the Government in defending its rights against British claims. I am not here to disparage the

claims of other trails, and if other trails can present to you the imperishable story that the Oregon Trail presents to you they too are entitled to congressional designation; but we contend that no other trail in the history of the West stands out with such historic prominence, considering the trials, tribulations, and achievements of the pioneers—no other western trail stands out in historic significance like the Oregon Trail. There were other trails established at a subsequent date, and possibly before that by the Hudson Bay people, and there were trails made by traders going to the south and to the north, but it seems to me that this Oregon Trail stands out in historical importance and nation-wide significance above all other western trails. It is the trail that gave to the United States Government that great Oregon country, comprising three States and parts of two other States. It is the trail whose history is involved not in a local, but in a great country-wide, national, and international question.

I want to call your attention to a few historical references supporting the proposition that I have advanced. Before doing that, however, I want to call to your attention the letter of the Secretary of Agriculture of February 9 referring to the Oregon Trail designated in the bill your are considering. In the main he says:

It is believed that the routes defined by the several controlling points mentioned does follow the general course of the old Oregon Trail, although, as you are doubtless well aware, any exact definition of its course may be subject to considerable debate.

Then, in a second letter, he says:

There are a number of historical routes in the United States, of which the old Oregon Trail is an outstanding example, which, I believe, might very properly be officially recognized and established by legislative action.

Now, let me call to your attention a few historical references. I shall read first from Carey's History of Oregon, written by Charles Henry Carey. I shall read from page 361 to show the purpose these pioneers had in going to the Oregon country. Here is a quotation from a letter from Doctor Whitman, written in 1844. He was a Congregationalist missionary who was massacred by the Indians in 1847. He helped to conduct this train in 1843, and he was the man who demonstrated the fact that a wagon could be taken across the mountains to the Oregon country. He wrote to his parents May 16, 1844, saying:

As I hold the settlement of this country by Americans rather than by an English colony most important, I am happy to have been the means of landing so important an immigration onto the shores of the Columbia, with their wagons, families, and stock, all in safety.

Then, on page 366 of Carey's History of Oregon, I find this statement referring to the immigration of 1843:

The successful journey to Oregon made by such a large number not only stimulated interest in Oregon and insured a majority of Americans in the disputed territory, but doubtless strengthened the determination of the Government to insist upon American rights, and it influenced the Democrats to put the Oregon issue in their national party platform in 1844.

In 1844, after this trek across the plains in 1843 had demonstrated that wagons could go across, Oregon meetings were held throughout the Mississippi Valley. The Oregon question became then a burning national question. The Democrats put in their platform in 1844 a plank in favor of taking over the Oregon country, and from that

came the slogan on which Polk was elected, "54-40, or fight." That slogan would not have been heard of had it not been for those American citizens who went across in 1843.

Then, on page 367 of Carey's History, I find this:

Among the few resident Americans, there was a growing feeling that one way to forestall British claims to the country would be to set up a local government not under the control of the Hudson's Bay Co.

Then, on page 402, if there is any doubt as to the numbers that went across, I find that the immigration of 1845 consisted of 3,000 people. On page 435 of this same history I find the statement of Peter H. Burnett, captain of the train, one of the prominent leaders in the trek of 1843, and who afterwards became California's first governor, and here is what he wrote:

I saw that a great American community would grow up in the space of a few years upon the shores of the distant Pacific, and I felt an ardent desire to aid in this most important enterprise. At that time the country was claimed by both Great Britain and the United States, so that the most ready and feasible way to settle the conflicting and doubtful claims of the two governments was to fill the country with American citizens. If we could only show by practical tests that American emigrants could safely make their way across the continent to Oregon with their wagons, teams, cattle, and families then the solution of the question of title to the country was discovered.

And that solution was discovered. Then, on page 443 of Carey's History, I find this statement:

The population after the arrivals of 1845 is estimated at 6,000 persons, principally confined to Clatsop, Tualatin, Yamhill, Champoege, and Clackamas Counties.

As to the numbers that went across, he has a citation from John C. Calhoun, on page 491. He quotes this statement from Calhoun in 1844, showing that the immigration of 1843 and 1844 was having its effect on our statesmen.

An emigration estimated at 1,000 during the last and 1,500 during the present year has flowed into it—[referring to the Oregon country].

In this same statement Calhoun who was Secretary of State says that the increased population was strengthening our claim.

I shall now read from Schafer's History of the Pacific Northwest. Remember that Webster said in 1840 that the future ownership and control of the Oregon country would depend upon the settlement and population. I quote now from page 178 of the History of the Pacific Northwest by Schafer, this being a footnote:

President Tyler, writing three years later (October 7, 1845) to Mr. Calhoun, says that he hesitated to take up the Oregon negotiations after the treaty of 1842, "believing that under the convention of joint occupation we stood on the most favorable footing. Our population was already finding its way to the shores of the Pacific, and a few years would see an American settlement on the Columbia sufficiently strong to defend itself and to protect the rights of the United States to the territory."

The immigration to Oregon by the pioneers who blazed the Oregon Trail in 1843-1845 supplied the American settlement which President Tyler had in mind.

They were afraid to take up the Oregon question. When the Webster-Ashburton treaty was made in 1842, there was great disappointment because Webster would not take up that question. The reason Webster did not take it up then was because he was waiting

for the population, or an American population, to arrive in the Oregon Territory to furnish a citizenry to uphold the claims of the United States. On page 183, Schafer refers to this first large immigration of 1843 across the plains. They were starting out from Missouri, and he says—

All the small parties from Ohio, Kentucky, Tennessee, Indiana, Illinois, and Iowa, as well as those from Missouri, gathered at this place (Independence).

That was one of the starting points of the Oregon Trail. Then Schafer goes on to show, on page 185, that they numbered nearly 1,000 persons of all ages, and more than five times as many animals. Then, on page 204, he speaks of the meeting of the pioneers at Champoege in 1843 as follows:

The work of the pioneers at Champoege was of very great importance in the history of Oregon and the Pacific coast, for it called the attention of men everywhere to the American colony in this region; it quickened the interest of the United States Government and announced to Great Britain that her subjects were no longer completely dominant in the Pacific Northwest. Yet, while the Americans then in the country deserved great credit for taking the first steps, these results were largely due to the appearance of the great immigration in the fall. It changed the small American majority into an overwhelming one; provided able political leaders like Burnett, Applegate, McCarver, Nesmith, Waldo, and Lovejoy; increased the property of the country; and gave a feeling of security and stability which only numbers can impart.

Then, on page 207, he refers to the fact that, "the immigrating company of 1844 numbered about 1,400." On page 208, he shows that the immigration of 1845 was nearly 3,000. On page 210, he says:

The population of Oregon, which was doubled by the arrival of the emigrants of 1845, now numbered about 6,000.

I offer these figures because Mr. Leatherwood intimated that few traveled the Oregon Trail before 1847 the date of the Mormon immigration to Utah.

Then, on page 213, Schafer states:

But the tables had at last been turned. American settlers were in full possession of the region south of the Columbia, and were even beginning to open the forests north of the river. It must have been clear to Great Britain for these reasons that further delay in settling the Oregon question would be wholly to her disadvantage.

I shall now read from Lyman's History of the Columbia River. I read from page 185:

Meanwhile what were the factors in the struggle for possession? There was on the side of England the Briarean monopoly of the Hudson's Bay Co., supported by a disciplined and intelligent government. But the English people were not in it. On the American side the Government was strangely indifferent. There were several ambitious attempts to control the situation by American trading and fur companies. But the essential forces were the American immigrant, the American missionary, the Declaration of Independence, and the ox-team. Those were the champions of America. They were the Davids against the Goliaths of British monopoly. At first thought it seemed that Goliath would have a "walk-over." The case seemed hopeless for the Americans.

And it was hopeless until those treks of 1843 1844 and 1845 were made. On page 186 Lyman says:

But though the American people had the manifest destiny of expanding to the Pacific, the Government was strangely supine.

Then on page 187 Lymon shows the attitude of some of our statesmen. Now Benton in his later life became a great champion of the Oregon country but in 1825 Lymon quotes him as saying:

The ridge of the Rocky Mountains may be named as a convenient, natural, and everlasting boundary. Along this ridge the western limit of the Republic should be drawn, and the statute of the fabled god Terminus should be erected on its highest peak, never to be thrown down.

Afterwards, however, Benton became a great champion of the Oregon country because later referring to the Columbia he said:

That way lies the Orient.

We have a county in Oregon named for Benton in honor of his efforts in behalf of the Oregon country. Dayton expressed himself thus according to Lymon:

God forbid that the time should ever come when a State on the shores of the Pacific, with interests and tendencies of trade all looking toward the Asiatic nations of the East, shall add its jarring claims to our distracted and already overburdened confederacy.

There are a number of similar quotations showing the indifference of many of our prominent statesmen of that period to the Oregon country and the Oregon question and it was only brought to the front and settled when 6,000 American citizens went out there over the Oregon trail. By their journey across the plains by their letters and influence they practically forced the hands of the Federal Government to enter into a treaty with Great Britain.

I want to read now a brief editorial in the Portland Oregonian, which gives what I think is a very calm, impartial, and correct résumé of this entire question. The editor of the Oregonian is Mr. Piper whose parents went across the Oregon trail. This editorial appeared in the Sunday Oregonian of January 25 1925:

VIA OREGONA

Differences over relatively insignificant details ought not to imperil the bill now pending before a House committee in Congress to designate as the Oregon trail the main route followed by the western immigrants on their way to the Northwest. The fact is that the trail itself and the name of the trail stand out above all other Western highways in the order of historical importance, with the possible exception of the Santa Fe Trail, and this exception will not be conceded by those who are thinking in terms of large social and political consequences. The name is well established. It was fixed before the beginning of the Mormon hegira, memory of which is said to have stirred a member from Utah to protest. The Oregon Trail movement makes no effort to belittle the Mormons' great economic achievement. But the Mormons, too, were beneficiaries of the labors of the true pioneers over an important section of the route. To the crossing of the Platte, where the routes began to diverge after 1847, the path was known to all who traveled it as the "road to Oregon;" was so accepted by local annalists, and until the branch to California was crystallized by the stage coach and the pony express, all who thought of the matter at all thought of the Oregon Trail.

This was the situation from the time the first wagon train crossed the plains until the emigration to other parts of the West became established. The Bozeman Trail was a later diversion, the Mormon Trail for some distance an essential paralleling of the old way, the so-called overland route a comparative innovation. John C. Fremont, who passed that way in 1842 and again in 1843, noted that others before him had made the route clear. It is incidentally due to the memory of Fremont to state that he made no claim to having discovered the way and that the emeritus title of pathfinder, given him by his zealous supporters, was not of his seeking. Parkman but accepted a status quo when he chose the title of his book of western travel. "Oregon Trail" was then a historical name.

The Salt Lake Tribune, which professes to see a "joker" in the pending bill, says that "probably the old Overland route is the most historic road in the world, in so far as it marks the route of movement of a great empire toward the westward." But the Oregon Trail existed before the so-called "Overland" route came into being, and the latter indeed owed a vast debt to its forerunner. It is no disparagement of the makers of the Overland route from the point that their actual pioneership began to say that up to that point they did not destroy the validity of an established institution. The Mormon trail in the particulars that it, too, broke new ground and had a different purpose and destination, rests in the same category. The point is that if we are seeking for origins, and would commemorate the mighty accomplishments of the men who broke ground when it was new, the name Oregon Trail refuses to recede into the background. It is still a dominating actuality.

The Tribune is right in concluding, as to many of the old wheel tracks, "under the great changes that have taken place since they were national thoroughfares," that it would be impracticable to follow them with precision, and probably would be undesirable to do so, except in name alone. But they miss the point who hold that the name Oregon Trail is essentially restricted to the single path pursued by a particular ox. Even before the Mormon settlement period the trail had begun to take subsidiary deviations. The tendency to explore, to seek new ways with a view of improving on the old, and, moreover, the necessities of forage and hunting imposed on the immigrants the network into which the trail developed. Oregon Trail is a symbol of a tremendous, epoch-making movement. First and last it was the pathway of scores of thousands. If it departed at intervals from the way pursued by the first comer, it always had its main purpose in view. The spirit of the trail is preserved in the designation of the proposed road, however much individuals may be inclined to discuss the minutiae of the route between local points.

The Tribune has our earnest commendation when it deprecates the circumstance that "the Evergreen Trail has for some wild and foreign reason supplanted on the maps the grand old Oregon Trail." So far as it has done so, the error should be corrected without undue delay. And in restoring the Oregon Trail designation, the verities of history will be served, and no violence done to other and more local traditions if it is made to apply to the entire main route traversed by the pioneers. A good deal of regrettable misunderstanding is due to the present geographical limitations of the term "Oregon." No careful student of western history will insist on the point, as a few objectors have done, that it modernly suggests a single State. When the name was first given to the route, and for a number of years afterwards, the traveler entered Oregon at the moment that he crossed the Rocky Mountain divide in Wyoming. Three entire States and parts of two others have an historical and romantic attachment to the Oregon country, of which they were then a part. Their sentimental interest in the name is one with that of the people of the present political subdivision known as Oregon.

Mr. Chairman, I have placed before you the larger historical aspects of the Oregon Trail, as it relates to the acquirement by the United States of the Oregon country. The history of the trail after 1846, the date of our treaty with Great Britain, is also one of romance, tragedy, and achievement marking the exodus to the Oregon country of thousands and tens of thousands who helped to build up great States in the Oregon country and whose efforts and achievements also entitle the Oregon Trail to special consideration and designation by Congress.

However, it has been my special efforts to demonstrate that the Oregon Trail won its title and renown as a great national factor, contributing to our territorial growth and aggrandizement in the years prior to and in the year 1846, the year of our treaty with Great Britain. I urge the claims of the Oregon Trail, not in disparagement of any other trail—surely not in disparagement or criticism or aspersion of the pioneers who blazed in 1847 the Mormon trail. I have not one word in detraction or derogation of the credit and glory and achievement that belongs to the Mormon pioneers. It is not neces-

sary to detract from their credit to extol the Oregon Trail. The Oregon Trail has its own peculiar history and achievement. It was the trail of the home builder, the State builder, the Nation builder, the trail of the patriotic pioneers who sensed the true meaning of the statements of Webster, Calhoun, President Tyler, and others, that the fate of the Oregon country would rest in its settlement and occupancy by American citizens.

I want to thank the chairman and the committee for the interest displayed in these hearings, for the patience manifested in the closing days of this session, when I know you are all very busy. In conclusion, Mr. Chairman, permit me to repeat what I said in the first day's hearing:

When we meditate, Mr. Chairman, upon the trials and sufferings of the Oregon pioneers, their virtues and achievements, we must conclude that the pioneers who won and conquered the Oregon country deserve to have their names inscribed on history's indelible scroll with the Pilgrim Fathers—the pioneers immortal. Their names should be revered as long as fortitude, bravery, and patriotism are cherished in the land. If Congress will designate this trail the old Oregon trail, designate it as it has been recognized since 1843, you will be only paying a just recognition and tribute to those brave pioneer men and women who went over that trail between the years 1843 and 1846, and whose presence and influence emboldened and strengthened the hand of the United States Government into making the treaty with Great Britain whereby we secured that imperial territory, now comprising the States of Oregon, Washington, Idaho, and parts of Wyoming and Montana.

I thank you, Mr. Chairman and gentlemen.

The CHAIRMAN. On behalf of the committee I want to assure the gentlemen who have presented this case both for and against that we appreciate the dignified and able manner in which this matter has been presented to the committee. Indeed, you gentlemen are entitled to the thanks of this committee for the historical facts you have cited, and for this comprehensive presentation.

If there is no one present who desires to present any further facts, the hearings will now be closed.

Mr. HAWLEY. We appreciate very much the courtesy you have extended to us, Mr. Chairman.

Mr. THOMAS. Mr. Chairman, I move, that owing to the fact that this hearing is of such a nature as to take on the appearance of authentic history, and that the demand will eventually be very great for copies of this hearing, that the maximum number of copies be ordered printed.

Mr. ROBSION. I second the motion.

(The motion was agreed to.)

Mr. ROBSION. I move that the committee adjourn.

(The motion was duly seconded and agreed to.)

(Thereupon the committee adjourned.)



